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## American Railroad Journal.

New York, Saturday, August 29, 1868.

### Railways in India.

Mr. Julian Danvers, the Government director in India, reports that there have been 349 miles of new railway opened for traffic during the year ending March 31, 1868, making the whole extent of line then opened 3,943 miles.

Upwards of 9,000,000% has been added to the capital accounts of the companies during the year, making the whole amount of capital which has been raised for railways in India to the close of March, 1868, to be 76,579,016%. Of this sum 60,048,871% consists of shares or stock, and 16,530,145% of debentures.

The total expenditure on the railways which have been opened, and on those which are now in course of construction, amounted during the same period to 75,071,656%.

The expenditure during the past year was about 7,000,000%, and of this upwards of 4,000,000% was expended in England for permanent way materials, locomotives, stores, &c., sent out from that country. This is the largest expenditure which has been incurred in any one year in England.

The estimated expenditure for the current year is 5,177,000%, of which 1,791,000% will be required in England, and 3,386,000% in India.

The 75,000,000% just mentioned as the amount

which has already been expended does not, however, represent the whole cost of the undertakings. It shows only what the railway companies have paid. In addition to that, Government has granted all the land, the value of which cannot be taken at less than 2,500,000%. Inasmuch, too, as the rate of exchange for converting the pound sterling, subscribed by the companies, into rupees is fixed by the contracts at 1s. 10d. the rupee, and the value of the rupee has, during the construction of the works, averaged about 2s., the Government has contributed about 8 per cent. to the capital expended in India. This upon 45,000,000% would amount to 3,600,000%. The actual cost of the railways is thus raised from 75 to 81 millions.

The revenue from the railways for the years 1866-'67 was only 22,337% in excess of the previous year; but there was an increase of 962,984% in that year's receipts over those of 1864-'65; so that in two years the revenue has increased upwards of 1,000,000%.

The gross receipts for the year ending 30th June, 1867, were 4,878,527%, as compared with 4,537,235% of the previous year. The working expenses were 2,537,812% and 2,225,495% respectively. The net receipts in 1867 were 2,337,300% and 2,304,534% in 1866. In 1867 the number of passengers was 13,746,354, of whom 13,074,980 were third class. In 1866 the number was 12,867,000. The sum paid by passengers last year for fares was 1,376,812%, as against 1,278,580% of the previous year; and the amount received for the conveyance of goods was 3,820,607%, as against 3,091,723%. The train miles run were 10,980,319, and 10,120,920 respectively.

Some idea of the progress which has been going on may be formed by bringing the present in juxtaposition with ten years ago. Then about 300 miles of railway were open throughout all India, and about 2,000,000 people traveled on them; now there are nearly 4,000 miles, traversed by 13,746,300. The capital expended ten years ago amounted to about 20,000,000%; now it amounts to upwards of 75,000,000%.

In 1857-'58 the net revenue derived from the railways was 111,446%; last year it was 2,336,871%; and, what is more remarkable, although the capital had increased from 20 to 75 millions,

and the guaranteed interest in proportion, the net amount paid by the Government for guaranteed interest in the ten years 1857-'67 was about the same, viz: 700,000%.

The amount for which the Government was last year responsible on account of guaranteed interest was 3,237,937%. Of this sum, however, about 2,500,000% was paid by the companies themselves, so that the advances by Government really only amounted to little more than 700,000%. In the previous year the net amount so advanced was 800,000%, and for the year before that 1,450,000%.

The whole sum which has been paid by Government for guaranteed interest since the commencement of the guarantee system now amounts to 22,215,505%, of which about 9,500,000% has been recovered from the railway companies, leaving about 12,000,000% as their present debt, which is chargeable against the half surplus profits over 5 per cent. This sum represents the amount which the Government has actually paid. Spread over eighteen years it gives an average annual charge upon the revenues of India of 666,666%.

Mr. Danvers observes that one great advantage of the guarantee system is that it provides effectual means for keeping the capital and revenue accounts perfectly distinct. Every sixpence which is advanced by the Government for interest on the capital, both before and after the lines are opened, is charged against revenue. An account is kept of the sums so advanced, and the Government is reimbursed, under the terms of the contracts, out of the half excess profits over 5 per cent. Rules have, moreover, been laid down for the guidance of those who have to make up and examine the half yearly revenue accounts. True and real profits are carefully defined, and it is shown how they are to be ascertained. The confusion between capital and revenue accounts, which has prevailed so much among railways in England, and which has led to the undue increase of capital, and to the conferring upon the undertakings a deceptive value, is thus rendered impossible. Under these rules all the proper and legitimate outgoings and charges of a half year, whether applicable to the working or maintenance of the line, have to be determined and paid, or, if not actually paid, laid aside out of the receipts, before the amount applicable to dividend is

arrived at. Some companies have gone even beyond this, and have, Mr. Danvers thinks, wisely established reserve funds for maintenance purposes, the expenses attending the repairs and revenues of a railway being thus more equally and therefore more justly distributed.

The Illinois Central Railroad Company will, on the 1st of October next, pay its seven per cent. Construction Bonds for \$1,000 each, numbered from 3,001 to 4,000 inclusive, with 20 per cent. added to the principal thereof, upon their surrender at its office, in New York; after which day interest upon said \$1,000 bonds will cease.

#### Produce and Provision Trade of Chicago.

The tenth annual report of the Chicago Board of Trade is just published. That part of the report which relates to the produce and provision market is of general interest, and we, therefore, give its statements under these heads as follows:

##### FLOUR.

The movement in flour during the past year shows a slight falling off, as compared with that of the previous year. The receipts for the twelve months ending March 31, 1868, were 1,648,906 barrels; manufactured by city millers during the same time, 609,606 barrels; stock on hand March 31, 1867, 62,693 barrels, making a total of 2,321,205 barrels. Of this amount 1,917,925 barrels were exported, and 328,355 barrels were consumed in the city, leaving 74,925 barrels as the stock on hand at the close of the fiscal year ending March 31, 1868.

The following shows the receipts (including that manufactured in the city) and shipments of flour for seven years:

	Received. Barrels.	Forwarded. Barrels.
1861.....	1,479,384	1,603,920
1862.....	1,927,371	1,828,164
1863.....	1,647,187	1,507,816
1864-'5.....	1,434,111	1,287,545
1865-'6.....	1,553,892	1,523,876
1866-'7.....	2,022,060	2,179,785
1867-'8.....	2,258,512	1,917,925

##### WHEAT.

The following shows the receipts and shipments of wheat during the past seven years:

	Receipts. Bushels.	Shipments. Bushels.
1861.....	17,385,002	15,835,953
1862.....	13,978,116	13,808,898
1863.....	12,461,554	10,759,152
1864-'5.....	10,887,436	10,249,330
1865-'6.....	9,242,108	8,098,968
1866-'7.....	12,286,287	10,341,549
1867-'8.....	13,483,261	10,050,451

##### CORN.

The following table exhibits the receipts and shipments of corn during the past seven years:

	Received. Bushels.	Forwarded. Bushels.
1861.....	26,369,989	24,372,725
1862.....	29,574,328	29,452,610
1863.....	25,169,516	24,906,934
1864-'5.....	13,197,340	14,182,644
1865-'6.....	26,100,319	25,228,526
1866-'7.....	33,929,632	32,953,530
1867-'8.....	25,223,468	21,880,682

##### OATS.

The following are the receipts and shipments of oats for seven years:

	Received. Bushels.	Shipped. Bushels.
1861.....	2,067,018	1,633,287
1862.....	4,688,722	3,112,366
1863.....	11,005,743	9,909,175
1864-'5.....	16,365,440	16,470,929
1865-'6.....	10,393,936	10,598,061
1866-'7.....	10,713,981	9,564,223
1867-'8.....	12,659,745	10,309,063

##### RYE.

The following show the receipts and shipments of rye for seven years:

	Received. Bushels.	Shipped. Bushels.
1861.....	490,989	393,818
1862.....	1,038,825	871,796
1863.....	747,295	683,946
1864-'5.....	1,077,776	898,536
1865-'6.....	1,169,180	1,022,200
1866-'7.....	1,683,925	1,489,895
1867-'8.....	1,276,614	1,130,782

##### BARLEY.

The following shows the receipts and shipments of barley for a series of years:

	Receipts.	Shipments.
1861.....	449,488	226,534
1862.....	872,053	532,195
1863.....	1,244,584	943,252
1864-'5.....	893,000	327,431
1865-'6.....	1,667,668	945,089
1866-'7.....	1,834,418	4,398,528
1867-'8.....	2,300,178	1,755,583

##### THE PROVISION TRADE.

The following shows the receipts and shipments of hogs, live and dressed, for seven years:

	Live.	Dressed.	Total.
1861.....	549,039	126,863	675,902
1862.....	1,110,971	237,919	1,348,890
1863.....	1,343,863	333,894	1,677,757
1864-'5.....	1,267,097	143,223	1,410,320
1865-'6.....	871,468	327,364	1,178,832
1866-'7.....	1,071,399	270,257	1,341,656
1867-'8.....	1,617,851	265,522	1,883,373

##### FORWARDED.

	Live.	Dressed.	Total.
1861.....	216,982	72,112	289,094
1862.....	446,506	44,629	491,135
1863.....	733,213	123,272	856,485
1864-'5.....	517,656	18,781	536,437
1865-'6.....	538,035	125,531	663,566
1866-'7.....	549,499	123,270	672,769
1867-'8.....	808,965	224,153	1,033,118

The following shows the number of hogs packed in this city during the past seventeen seasons:

	Number.	Number.
1851-'2.....	22,036	1860-'1.....271,805
1852-'3.....	44,156	1861-'2.....505,691
1853-'4.....	52,849	1862-'3.....970,264
1854-'5.....	73,694	1863-'4.....904,659
1855-'6.....	80,380	1864-'5.....760,514
1856-'7.....	74,000	1865-'6.....507,355
1857-'8.....	99,262	1866-'7.....635,732
1858-'9.....	179,684	1867-'8.....796,225
1859-'60.....	151,329	

The following shows the movement in beef cattle for seven years:

	Receipts.	Shipments.
1861.....	204,579	124,145
1862.....	209,655	112,745
1863.....	300,622	187,068
1864-'5.....	303,726	262,446
1865-'6.....	348,928	310,444
1866-'7.....	373,277	260,833
1867-'8.....	313,797	203,564

The following is the number of cattle packed in this city during seventeen seasons:

	Number.	Number.
1851.....	21,806	1860.....34,623
1852.....	24,663	1861.....53,754
1853.....	25,431	1862.....59,687
1854.....	23,691	1863.....70,086
1855.....	28,972	1864-'5.....92,459
1856.....	14,971	1865-'6.....27,172
1857.....	34,675	1866-'7.....26,998
1858.....	45,503	1867-'8.....35,346
1859.....	51,606	

The Birdsboro' and Wilmington Railroad is going ahead rapidly. The grading is pretty far advanced all along the line. The piers and abutments of the bridge over the Schuylkill at Birdsboro' are nearly finished.

##### North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1867, and February 29, 1868, have been as follows:

	1867.	1868.
From passengers.....	\$120,018 40	\$92,088 76
" freight.....	177,629 28	172,648 32
" Express Co.....	12,355 75	8,723 53
" mails.....	7,771 92	7,772 14
	\$317,775 35	\$279,232 75

##### Expenses, viz:

Maintenance of road..	\$83,861 57	\$43,265 84
Motive power.....	66,012 72	57,813 13
Repairs of cars.....	45,379 50	20,912 57
Transportation exp....	39,069 65	37,346 76
Salaries & general exp.	16,764 60	14,317 52
	\$251,088 04	\$173,655 82

Earnings less expenses.	\$66,687 31	\$105,576 93
Add balance from previous year.....		8,460 27
Sales of old material.....		8,119 93
		\$122,157 13

Against which there has been charged—

Reconstruction.....	\$9,683 85
Adjusted claims during the war.....	11,212 55
Interest on indebtedness and current interest.....	90,851 59
	111,747 99

Leaving a balance of.....\$10,409 14

The total amount expended upon the reconstruction of the road, since the close of the war, has been \$215,398 61 of which \$102,398 49 was derived from sales of material, and the balance, \$113,000 12, from transportation. This account, is now permanently closed.

The amount of second mortgage bonds, originally issued, was \$300,000, of which \$145,000 were sold; the remaining \$155,000 were subsequently, pledged, and deposited with three trustees, as a security for a corresponding amount of preferred stock, say \$155,000 on which an interest at the rate of 8 per cent. per annum, was guaranteed. This preferred stock is then virtually, a substitute for that amount of second mortgage bonds. Of the outstanding interest (\$123,095,) about \$100,000 has been placed in a temporary shape, satisfactory to the parties to whom it is due, and with whom, it is hoped, arrangements may ultimately be made for its permanent funding. The annual interest for which the company is responsible is \$89,500. The report says:

It is proper that your attention should be directed to the early maturity of the company's bonds. A portion of the second mortgage bonds \$145,000, becomes payable on the 1st September, 1868. We are under the impression that these can be extended, by the payment of the interest as usual, to the 1st September, 1869, on which date the first mortgage bonds will also mature. The renewal of the entire debt will then become necessary, but, under what forms and conditions it would be premature on this occasion to discuss, as our action at that time, will necessarily be determined by circumstances, of which we cannot now judge. This point will, therefore, be reserved for your future consideration.

It affords us pleasure to confirm to you the generally good condition of the road—indeed we believe there are few in the South, with which it will not favorably compare. Its machinery consists of twelve locomotives, all in fair order—one of these has been recently rebuilt, and may be considered a new machine; and the others, though advanced in age and service, can be kept in an efficient condition for another year, at a very moderate cost. We have sixty-seven box,



and forty-three platform cars; eight passenger, four second class, three baggage, and two mail and express cars. No addition to this equipment will be required the ensuing year, and our expenditures in this department, will be confined simply to keeping up to its present standard. The shops of the company are still retained at Florence, in the temporary buildings erected there several years ago. Although on a limited scale, they will answer our purposes, until the company's means shall permit their enlargement and removal to the city. The depots, station houses, tanks, &c., will be found in proper order.

But while the road is thus physically competent to meet every demand upon its facilities, the fact is not to be disguised, that the necessity for them to any remunerative extent does not at present, exist. Our road as you are aware, is essentially local in its character, and dependent for its income, upon a comparatively limited section; it has no extended links or feeders to widen the field of its operations, and consequently when from any causes, the business of the country thus tributary to it, is unfavorably affected, a severe reaction upon our revenues inevitably follows. As all are familiar with the circumstances which have brought about and are still contributing to this result, it would be needless to refer to them, or their probable duration.

So far as the probable results of the coming year are concerned, we apprehend, that the losses of the past will deter many planters from repeating, and others from extending, their operations, and hence, the probability of a curtailment, rather than an increase in the quantity of cotton and upward freights, to be transported the ensuing season. We shall be agreeably disappointed at finding it otherwise, but it seems to us, that this is already foreshadowed, in the limited quantities of guano and other fertilizers, now being sent into the interior, as compared with previous years. The prevailing difficulty has been, a want of capital; could this have been had at reasonable rates, the removal of the late tax on cotton, and its recently enhanced value, might have encouraged our planters to further experiments with the labor at their command, but while it is only to be reached by high rates of interest, and the pledge of securities outside of the crops to be grown, the recuperative process must be slow, and confined mainly to those who can comply with these stringent conditions. In this state of things, our policy is clear. We must conform to what we cannot alter. We should make every reasonable and proper concession to the development of the local business of the road, by as low tariffs as our necessities will permit, the encouragement of immigration and, in short, by every measure which would foster new enterprises, and diversify the products requiring our transportation. The opportunities for its application, have, so far, been rare, but whenever presented, we have sought to improve them. It is to be regretted that our financial condition is not one, to warrant the application of this policy to our tariffs, in its widest and most liberal sense. The latter are to a great extent, controlled by competing routes, and are so adjusted as to draw towards us all the produce fairly within our reach; still they are, and, of necessity, must be, somewhat higher than on longer and more favorably situated roads, with a much larger business. The common argument that, because we have them, our facilities should be employed at, or even less than their cost, rather than lose their immediate product, and the chances of future business, is not without weight, but an intelligent management will readily discriminate between those cases, when it can be judiciously applied, and others, where it simply covers a disposition to subordinate the interests of the company to those of the individual. All know that any business conducted barely at its cost, or under a competition only permitting a minimum and uncertain profit, cannot end favorably, unless its proportions are to be largely and speedily swelled thereby. It would seem reasonable then, that while our tariffs are only producing an income equal to our requirements, and are

yielding no dividends to stockholders, they should be generally recognized and submitted to, as an unavoidable necessity. Our first obligations are to the company's bondholders, and its tariffs should be so arranged, as not to jeopardize the ability to meet them.

But while the income of the road may fluctuate with the varying conditions of the country—its expenses are measurably, under our control. At no period since its opening, have we been in a better position for their reduction, than at present. The recent renewals of many of the most costly portions of the road—its generally good condition, and the fair order of its equipment, should render this practicable for the ensuing year at least, without materially impairing the value of the property, or the safety and regularity of our trains. A rigid economy has been introduced into every department of the company's service, and as our expenditures will be confined only to such work as is absolutely necessary, we hope to accomplish a saving of twenty-five per cent. in this direction.

The equipment of the road consists of 12 locomotives, 8 first class and 4 second class passenger cars, 3 baggage, 2 mail and express, 67 box and 43 platform cars. Number of miles run, 166,800. Number of through passengers, 13,988; do., way, 27,992. Bales of cotton transported, 26,961. Bbls. naval stores, 34,072. Feet of lumber, 2,286,000.

The assets and liabilities of the company, February 29, 1868, were as follows:

#### Assets:

Construction, equipment, right of way, &c.....	\$2,148,130 65
Bills receivable.....	8,687 50
Stock in Cheraw and Coalfields Railroad, par value, \$25,400.....	4,064 00
Post Office dues.....	1,295 32
United States Government dues....	2,856 76
Southern express due.....	400 46
Stock in Society Hill and Marlboro' Bridge.....	2,300 00
Real estate.....	21,998 46
Cash.....	13,040 05
Balance of open accounts due to the company.....	1,268 42
	\$2,204,041 62

#### Liabilities:

Bonds given in part payment for real estate.....	\$28,000 00
1st mort. bonds due Sept. 1, 1869....	700,000 00
2d " " " " 1868....	145,000 00
Preferred stock.....	155,000 00
Instalments on stock.....	898,950 00
Bills payable.....	33,341 44
Interest outstanding to be funded....	123,095 43
Interest funded in certificates of indebtedness.....	104,990 80
Interest outstanding since 1st March, 1867, due in cash.....	5,254 81
Balance to credit of profit and loss..	10,409 14
	\$2,204,041 62

President.—A. F. RAVENEL.

Directors.—Hon. C. Macbeth, Daniel Ravenel, A. Macfarland, L. D. Mowry, J. R. Dukes, D. L. McKay.

Superintendent.—S. S. SOLOMONS.

Treasurer.—C. WILLIMAN.

The Wellington, Gray and Bruce Railroad Company will receive proposals until the 10th of October, for the construction of the first section of the road from Guelph, Canada, to Fergus. Immediately on the passage of the by-law transferring the stock of the Great Western Railway held by the city of Hamilton to the credit of the new road, the work will be put under contract. The line is to be surveyed through to Lake Huron.

#### TO INVESTORS.

#### SEVEN PER CENT. INTEREST IN GOLD.

#### PRINCIPAL ALSO PAYABLE IN GOLD.

The First Mortgage Bonds of the Rockford, Rock Island and St. Louis Railroad Company, as an INVESTMENT SECURITY, combining perfect safety, cheapness and profit, are unequaled by anything offered in the market.

They pay seven per cent. interest—Feb. 1, and Aug. 1—in gold coin, free of Government tax. The principal also is payable in gold.

The bonds have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for \$1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are fully secured, being a first lien of \$5,000,000 upon 200 miles of railway, costing \$10,000,000, and traveling the finest district of Illinois; also upon 20,000 ACRES OF LAND, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad through them, will be worth more than the whole amount of the mortgage.

For all the coal this Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines, more readily and cheaply than from any other quarter.

One-half the means required for the construction and equipment of the railroad, and for the purchase of coal lands, is derived from the sale of capital stock, to which large subscriptions are made along the line of road and elsewhere.

The work of construction is proceeding with great rapidity, and the first division of fifty miles, giving an outlet to the coal, will be in full operation by 1st January next.

The estimated earnings of this line of railway, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the UNION TRUST COMPANY of New York.

At 95, the present price, and with gold at 40 premium, the bonds pay an income of over 10 per cent. per annum.

For sale at the office of the Company, No. 12 Wall street.

Governments and other securities received in exchange.

H. H. BOODY, Treasurer.

#### Central Argentine Railroad.

A letter to the N. Y. Herald, dated Rosario, July 16, says the Central Argentine Railroad will soon resume its course towards its inland terminus—Cordera—and when it reaches that point it will be a happy day for the interior provinces. The receipts of this road have been trebled during the six months ending July 1, as compared with the six months previous. This railroad is a boon to the republic, which the people poorly appreciate as yet; but they are gradually opening their eyes to its advantages, and it is infusing fresh life among the people and is rousing them from the dormant apathy which has heretofore characterized the native population of the provinces.

## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.					*Indicates that no interest is paid.				
	Amounts outstanding.	Rate.	Payable.	When Payable.		Amounts outstanding.	Rate.	Payable.	When Payable.
<b>National Securities, Aug. 1, 1868.</b>					<b>Massachusetts—State Almshouse Loan</b>	100,000		May & Nov.	1872
Loan of Jan. 28, 1847.....registered	matured.	6	Jan. & July.	1867	—S. Almsh. and State H. Loan	275,000		April & Oct.	73-74
Loan of March 31, 1848.....registered		6	"	1868	—Back Bay Land Loan	220,000		May & Nov.	1882
Texas Indemnity, of Sep. 9, 1850.....coupon	250,000	5	presentation.	Due.	—Lun. Hosp. (W. Mass.)	150,000		April & Oct.	1868
Loan of June 14, 1855.....registered	20,000,000	5	Jan. & July.	1874	—Funding Loan	75,000		June & Dec.	1868
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	—Lun. Hosp. and State Prison	172,000		"	70-72
Loan of Feb. 8, 1861.....registered	18,415,000	5	"	1871	—Lun. Hosp. (W. Mass.)	94,000		Jan. & July.	1874
Oregon War Bonds of March 3, 1861.....coupon	1,016,000	5	"	1871	—Union Fund Loan	600,000		June & Dec.	1877
Loan of July 17, 1861.....registered	304,246,300	5	"	1881	—Coast Defense Loan	888,000		Jan. & July.	77-78
Loan of Feb. 25, 1862 (5-20s).....registered		5	July.	1881	—Bounty Fund Loan	200,000		"	1883
Loan of March 2, 1864 (5-20s).....coupon		5	Jan. & July.	1881	—" " " sterling	4,379,500		May & Nov.	1883
Loan of March 2, 1864 (5-20s).....registered		5	Jan. & July.	1881	—Union Fund Loan	3,996,000		Jan. & July.	71-72
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1882	—War Loan (currency)	2,150,000		Mar. & Sept.	71-72
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1882	—Western R.R. Loan (sterling)	2,118,000		April & Oct.	68-71
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1884	—Eastern R.R. Loan	275,000		Jan. & July.	68-71
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1884	—Southern Vermont R.R.	200,000		April & Oct.	1890
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1886	—Troy and Greenfield R.R.	988,500		"	91-92
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1886	—" " " (stg.)	554,130		"	88-90
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1886	Michigan—Sault Canal Bonds	100,000		Jan. & July.	1878
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1886	—Renewal Bonds	216,000		"	1878
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Two Million Loan Bonds	1,750,000		"	73-75
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—War Loan Bonds	250,000		"	1888
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Bounty Loan Bonds	1,111,500		"	1886
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Minnesota—State Building Loan	465,000		May & Nov.	1890
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Railroad Loan Bonds	100,000		Jan. & July.	1877
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Mississippi—State Bonds (Planters' Bank)	2,275,000		"	1883
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " (Union Bank)	2,000,000		"	41-71
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Missouri—State Bonds	5,000,000		Jan. & July.	62-83
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Hannibal and St. Joseph R.R.	622,000		"	81-83
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Pacific R.R.	3,000,000		"	81-87
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Southwestern R.R.	7,000,000		"	85-87
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—North Missouri R.R.	4,500,000		"	82-87
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Iron Mountain R.R.	4,350,000		"	83-89
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Cairo and Fulton R.R.	3,500,000		"	85-87
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Platte County R.R.	650,000		"	1887
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—New Hampshire—War Loan of July 1, 1861	700,000		Jan. & July.	67-78
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " Sept. 1, 1861	1,194,100		May & Nov.	84-86
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " Oct. 1, 1861	600,000		April & Oct.	67-74
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " July 1, 1866	609,500		Jan. & July.	1869
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—New Jersey—War Loan of 1861 (free)	500,000		Jan. & July.	67-84
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " 1863 ( " )	1,798,900		"	86-96
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—New York—General Fund Bonds	1,002,900		"	97-02
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Bounty Fund Bonds	793,400		J. A. J. & O.	1870
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—General Fund Bonds	2,569,000		Jan. & July.	1877
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " registered	27,726,500		"	1877
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	1,189,780		"	pleas.
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	600,000		"	1868
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	800,000		"	1878
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	3,050,000		J. A. J. & O.	1871
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Canal Fund Bonds	6,000,000		"	1874
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	2,250,000		"	1874
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	1,400,000		"	75-77
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	909,807		Jan. & July.	pleas.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	442,900		May & Nov.	1868
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	900,000		Jan. & July.	1876
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	800,000		"	1878
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	1,163,000		J. A. J. & O.	1868
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	167,000		"	1871
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	4,500,000		"	1874
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—North Carolina—State Bonds	386,000		Various.	69-78
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	8,334,000		Jan. & July.	81-90
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	650,000		April & Oct.	90-91
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " (new)	2,500,000		Jan. & July.	1900
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Ohio—State Bonds (Union Loan)	280,366		Jan. & July.	1868
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	2,183,532		"	1870
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	1,600,000		"	1875
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	4,095,309		"	1881
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	2,400,000		"	1882
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Oregon—State Bonds (Relief and Bounty)	218,674		Jan. & July.	1875
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Pennsylvania—State Bonds	4,993,000		Various.	77-82
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " registered	5,083,652		"	68-70
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " Inclined Plane Bonds	400,000		April & Oct.	1879
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " State Bonds, 1st series	92,850		Jan. & July.	1877
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " 2d series	99,480		"	1882
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " 3d series	720,983		"	1892
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " 1st series	4,907,150		"	1877
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " 2d series	7,909,520		"	1882
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " 3d series	9,270,017		"	1892
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " Military Loan Bonds	3,000,000		Feb. & Aug.	1871
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—Rhode Island—State War Bonds of 1861	468,500		April & Oct.	1871
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " 1862	1,196,000		Mar. & Sept.	1882
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " 1863	269,000		April & Oct.	1883
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " 1864	776,000		Jan. & July.	1883
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—South Carolina—Free Loan Bonds	917,000		Feb. & Aug.	1884
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " State Bonds (various)	788,898		J. A. J. & O.	68-70
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " (new)	3,275,000		Jan. & July.	71-90
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Tennessee—State Bonds	1,210,803		"	1887
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " "	1,949,430		April & Oct.	1868
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " "	239,167		"	Var.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " Railroad, &c., Loan Bonds	1,706,000		"	1868
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " endorsement	14,006,000		Jan. & July	30 yrs.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " "	2,207,000		"	Var.
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " "	6,000,000		"	1882
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " "	1,567,500		June & Dec.	71-78
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Virginia—State Bonds (sterling)	1,865,000		Jan. & July.	long.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " (sterling new)	466,250		"	long.
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " registered	108,000		"	long.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " "	21,869,398		"	long.
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " "	10,900,000		"	long.
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " (new) registered	1,379,500		"	1876
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—" " " " " "	489,300		"	1886
Loan of March 2, 1865 (5-20s).....registered		5	May & Nov.	1887	—" " " " " "	89,600		"	1890
Loan of March 2, 1865 (5-20s).....coupon		5	May & Nov.	1887	—Wisconsin—State Bond	406,100		Jan. & July	77-80



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1864	160,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,238	353,244	328,823	3,235,492
1865	289,445	347,211	432,240	365,045	472,493	410,800	493,882	596,584	541,481	675,446	694,243	578,985	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,988	568,589	533,160	599,670	474,058	388,873	5,696,119
1867	377,852	380,190	480,555	407,018	465,102	383,396	400,580	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,487	393,251	408,847	388,654	355,255	359,184	341,266	-----	-----	-----	-----	-----	-----
<b>Chicago and Alton:</b>													
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,899	153,294	1,678,705
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,448
1865	280,503	275,283	299,063	268,480	322,278	355,270	336,985	409,261	401,290	357,966	307,919	236,824	3,440,092
1866	226,153	232,241	290,111	269,240	329,851	371,544	321,597	387,209	332,638	360,223	323,080	271,247	3,695,165
1867	348,787	157,832	235,961	282,165	335,510	542,358	354,244	416,932	408,999	428,752	359,102	330,169	3,892,561
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	-----	-----	-----	-----	-----	-----
<b>Chicago, Rock Island and Pacific:</b>													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	190,435	201,154	1,969,267
1864	158,735	176,492	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	196,580	234,612	321,818	324,121	306,231	389,489	307,523	270,073	201,779	201,779	3,813,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,489	271,800	404,600	568,403	568,200	415,400	351,600	4,168,312
1868	383,600	281,900	262,800	283,700	308,891	366,200	329,800	-----	-----	-----	-----	-----	-----
<b>Chicago and Northwestern:</b>													
1863	-----	-----	-----	-----	-----	366,100	281,334	296,169	473,196	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,558	585,823	747,942	702,681	767,508	946,707	932,682	764,671	647,812	7,976,480
1866	523,566	399,917	523,745	537,519	558,948	926,983	803,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,250,480
1867	696,147	574,664	763,398	774,279	895,712	894,387	800,325	1,038,824	1,461,284	1,508,883	1,210,387	918,088	11,582,948
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,544	1,091,466	-----	-----	-----	-----	-----	-----
<b>Des Moines Valley:</b>													
1863	40,129	29,102	37,501	39,600	40,468	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1864	49,694	36,098	56,859	59,196	61,447	53,999	53,693	66,018	71,113	81,676	80,897	61,955	735,006
<b>Erie:</b>													
1863	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,049	1,055,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,047,293	1,041,975	994,317	1,106,364	1,301,005	1,224,999	1,234,217	1,324,643	13,420,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	16,434,776
1866	1,186,740	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,381	1,041,646	14,189,300
1868	1,031,320	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
<b>Illinois Central:</b>													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,671,028
1864	327,900	416,588	459,762	426,797	466,373	510,100	423,578	640,179	799,236	661,391	667,141	603,493	6,320,447
1865	571,536	528,972	616,665	516,093	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	608,063	505,266	505,465	411,605	569,250	667,679	490,620	578,253	571,348	661,971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	516,493	525,242	709,327	738,530	823,901	727,310	613,329	613,329	7,100,992
1868	519,855	488,089	409,649	467,754	496,668	543,019	509,156	-----	-----	-----	-----	-----	-----
<b>Marietta and Cincinnati:</b>													
1863	96,672	87,791	93,763	78,607	76,248	107,525	104,603	115,184	125,252	116,495	116,146	105,767	1,224,053
1864	90,411	85,447	84,351	91,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1865	94,136	78,976	92,910	92,768	90,626	96,535	106,694	114,716	121,217	142,823	132,387	123,383	1,396,971
1866	92,433	81,629	98,482	108,461	95,416	95,924	108,413	-----	-----	-----	-----	-----	-----
<b>Michigan Southern &amp; Northern Indiana:</b>													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,648	3,802,548
1864	256,000	304,445	338,544	330,651	267,126	315,258	275,891	358,862	402,210	407,107	448,934	411,806	4,120,162
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,675	486,808	524,760	495,072	351,799	4,926,727
1866	512,846	277,234	412,715	413,970	418,024	384,984	338,535	384,401	429,177	496,565	429,545	352,218	4,660,328
1867	306,857	311,088	396,372	409,248	367,749	307,968	331,130	434,318	488,388	530,871	429,785	380,084	4,668,808
1868	362,021	338,335	381,497	455,933	400,486	363,550	301,495	-----	-----	-----	-----	-----	-----
<b>Michigan Central:</b>													
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,948	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,681	490,694	447,670	323,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,004	308,669	4,280,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,372	4,371,078
1868	343,816	304,315	326,880	416,758	369,286	326,501	321,013	-----	-----	-----	-----	-----	-----
<b>Milwaukee and St. Paul:</b>													
1867	319,763	240,755	261,113	316,266	401,000	369,356	395,412	350,565	751,738	1,101,771	775,616	433,323	5,683,608
1868	368,487	350,884	333,281	425,627	565,718	458,094	423,217	-----	-----	-----	-----	-----	-----
<b>New York Central:</b>													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,541	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,099,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,075	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,344,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,484	1,526,839	1,486,366	1,117,863	14,576,128
1866	1,086,990	895,887	1,135,745	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,530,518	1,211,103	935,867	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	-----	-----	-----	-----
<b>Ohio and Mississippi:</b>													
1864	210,329	260,466	309,261	269,444	224,063	223,242	268,177	302,596	332,400	275,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	284,319	3,763,005
1866	267,541	246,109	326,236	277,424	293,130	247,262	305,454	278,701	310,762	302,420	281,613	338,633	3,380,533
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,361	265,906	252,149	204,620	217,082	194,455	-----	-----	-----	-----	-----	-----
<b>Philadelphia and Reading:</b>													
1862	192,216	217,161	244,423	268,674	283,996	254,285	388,725	414,707					

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,075,139			Hartford and New Haven...100	\$3,000,000	J.A.J&O	July '68	Portl., Saco & Portsmouth*...100	\$1,500,000	J. & D.	Jun '68
Allegheny Valley...50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68
Alton and St. Louis...100	125,000	J.A.J&O	Oct '67 12	Do. do pref...100	5,233,830			Raleigh and Gaston...100	2,000,000	J. & J.	Jul '68
Atlanta and West Point...100	1,382,200	J. & J.	Jan '68 31	Hanover Branch, Pa...50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr '68
Atlantic & N. Carolina...100	5,545,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			" pref...100	1,180,000	J. & J.	Jan '68 4	Richmond and Petersburg...100	847,000		
" " pref...60	1,919,000			Hudson River...100	13,937,100	J. & J.	May '68 24	Rich., Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence*...100	2,494,900	J. & J.	Jul '68 2	Hazleton...50	1,615,000	May		Rockport...100	88,400		Nov '67
Augusta and Savannah...100	733,700	J. & J.	Jan '68 31	Huntingdon & B'd Top...50	434,350			Rome, Watert. and Ognb...100	2,385,500	J. & J.	July '68 5
Baltimore and Ohio...100	16,151,962	A. & O.	Apr '68 5	" pref...50	190,750	J. & J.	Jan '68 31	Rutland preferred...100	1,700,000	F. & A.	Aug '68 24
Do. Washington Br...100	1,980,000	A. & O.	Apr '68 5	Illinois Central...100	23,388,450	F. & A.	Aug '68 5	St. L., Alt. and T. Haute...100	2,800,000		
Baltimore City Passenger...100	670,000			Indianapolis, Cin. & Lafayette...100	1,689,900	M. & S.	Sep '67 4	" " pref...100	1,700,000	Annual	May '67
Bay de Noquet & Marq...100	997,112	A. & O.	Jan '68 2	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan '68 5	St. L., Jack'nv. and Chic'o...100	1,469,429		
Bellefontaine Line...100	4,420,000	F. & A.	Feb '68 31	Joliet and Chicago*...100	1,500,000	J.A.J&O	Apr '68 12	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	600,000	J.A.J&O	Jul '68 12	Joliet & North. Indiana*...100	300,000	J. & J.	Jan '68 4	Sand, Mansf. and Newark...100	900,000	M. & N.	Nov '67
Berkshire...60	260,000	J. & D.	Dec '67 24	Lackawanna & Bloomsb...60	1,325,000			Saratoga and Hudson R...100	1,020,000		
Bloisburg & Corning*...60	13,725,000	J. & J.	Jul '68 5	Leeds and Farmington...100	2,158,565	J. & J.	Jan '68 6	Saratoga and Whitehall*...100	500,000	A. & O.	Apr '68
Boston and Albany...100	110,000	A. & O.	Apr '68 4	Lehigh and Mahanoy...60	6,104,050	M. & N.	May '67 5	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	459,900			Lehigh and Susquehanna...60	10,734,100	J.A.J&O	Jul '68 24	Schuykill and Susqueh...60	1,269,150		
Boston, Concord & Mont...100	1,340,400	M. & N.	May '68 3	Lehigh Valley...100	341,650	J. & J.	Jan '68 4	Second and Third St.(Ph.)...50	208,767	J. @ J.	Jul '68 2
Do. do. pref...100	1,830,300	J. & D.	Jun '68 4	Lexington & Frankfort...100	513,646	M. & N.	Nov '67 3	Schuykill Valley*...50	578,050	J. & J.	Jul '68 24
Boston and Lowell...100	4,076,974	J. & J.	July '68 5	Little Miami...100	3,572,400	J. & J.	D'c '67 4	Seaboard and Roanoke...100	868,200		
Boston and Providence...100	8,860,000	J. & J.	July '68 4	Little Schuylkill...100	2,446,100	J. & J.	Jan '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct '66
Broadway (Boston)...50	325,000	J.A.J&O	Apr '68 2	Lomb. and South St.(Ph.)...25	90,000			Shamokin V. and Pottsv.*...50	389,450	F. & A.	Feb '68
Broadway & 7th Av.(N.Y.)...100	2,100,000	J. & J.	Jul '67 5	Long Island...50	5,000,000	F.M.A.N.	Aug '66 2	Shore Line...100	632,200	J. & J.	Jan '68 3
Brooklyn City...100	1,000,000	F. & A.	Feb '68 31	Long Branch & Sea Shore...50	95,194			Sixth Avenue (N. Y.)...100	750,000		Nov '67
Brooklyn City & New'n...100	393,800			Louisv. Cin. and Lex. pr...100	48,638	J. & J.	Jul '67 4	Somerville...100	75,000	M. & N.	May '68
Buff. New York & Erie*...100	860,000	M. & N.	May '68 31	Louisville and Frankfort...50	1,109,594	J. & J.	Jan '68 3	South Carolina...100	2,819,275		
Buffalo and State Line...100	2,200,000	F. & A.	Aug '68 4	Louisville and Nashville...100	5,500,900	F. & A.	Feb '68 4	South Shore...100	259,685		Jul '68
Cambridge Horse (Bos'n)...100	727,800	A. & O.	Apr '68 4	Louisv. N. Alb. & Chicago...100	2,800,000			South Western, Georgia...100	3,203,400	F. & A.	Feb '68 4
Camden and Amboy...100	6,842,200	F. & A.	Aug '68 5	Lowell and Lawrence...100	200,000	A. & O.	Apr '68 3	Southern Mississippi...100	1,000,000		
Camden and Atlantic, pref...50	600,000			Macon and Western...100	1,500,000			Staten Island...100	660,000	J. & J.	Jul '67 4
Cape Cod Branch...60	721,926	J. & J.	Jul '68 31	Mahoney & B'd Mount n*...50	921,615			Stoney Brook...100	267,300	M. & N.	May '68 3
Catawissa...50	1,150,000			Maine Central...100	1,600,880			Summit Branch...50	250,000	J. & J.	Jul '68 2
Catawissa, pref...50	2,200,000	M. & N.	May '68 8	Manchester & Lawrence...100	1,000,000	M. & N.	May '68 5	Syr., Bingham. and N. Y...100	1,200,130		
Cayuga & Susquehanna*...50	559,110	J. & J.	Jul '68 4	Marietta & Cincinnati...50	2,029,778			Taunton Branch...100	260,000	J. @ J.	Jul '68 4
Central of Georgia...100	4,666,300	J. & J.	Jul '68 7	" " 1st pref...50	6,686,135	M. & S.	Sep '66 3	Tennessee and Alabama...100	595,922		
Central of New Jersey...100	13,768,000	J.A.J&O	Apr '68 24	" " 2d pref...50	4,051,744	M. & S.	Sep '66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan '68 8
Central Ohio...100	400,000	J. & D.	Jun '68 3	Memphis and Charleston...100	5,312,725	M. & S.	Mar '68 3	Third Avenue (N. Y.)...100	1,750,000		
Do. pref...100	970,000	J. & D.	Jun '68 3	Memphis and Ohio...100	670,000			Thirteenth and Fif. (Ph.)...50	75,000	J. @ J.	Jan '68 1
Cen. Park, N. & E. River...100	1,201,000		Oct '67 21	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul '68 5	Tol., Peoria and Warsaw...100	1,650,000		
Charlotte & St. Carolina...100	380,000			Michigan Central...100	7,502,866	J. & J.	Jul '68 5	" " 1st pref...100	1,700,000		
Chemung*...100	2,017,825	Annual	Jul '68 2	Mich. So. & North. Ind...100	11,066,340	August		" " 2d pref...100	908,176		
Cheshire, preferred...100	3,884,643	M. & S.	Sep '68 5	" guaranteed...100	688,800	F. & A.	Feb '68 5	Tol., Washab and West...50	5,400,000	M. & N.	May '68 31
Chicago and Alton...100	2,425,578	M. & S.	Mar '68 5	Middlesex (Boston)...100	400,000	J. & J.	Jul '68 5	Troy and Boston...100	607,111		
Chicago, Burl. & Quincy...60	12,500,000			Mill Creek and Minchill*...50	323,375	F. & A.	Aug '67 6	Troy and Greenbush*...100	274,400	J. & D.	Jun '67 31
Chicago and Gt. Eastern...100	4,390,000			Millville and Glassboro*...100	368,200			Troy, Salem and Rut'd...100	800,000	A. & O.	Apr '68
Chicago, Iowa & Nobles*...100	1,000,000		Jul '68 5	Milw. & Prairie du Chien...100	3,082,000	Annual	Feb '68 8	Union Transport'n (Bos.)...100	200,000		
Chicago and Milwaukee*...100	2,227,000			" " 1st pref...100	1,014,000	Annual	Feb '68 7	Union (Phila.)...100	591,475	J. @ J.	Jul '68 3
Chicago & N. Western...100	13,190,927	June	Jun '68 10s	" " 2d pref...100	3,927,000	J. & J.	Jan '67 5	Utica and Black River...100	534,400	J. & J.	Jan '68 4
" " pref...100	12,994,719	June	Jun '68 10s	Milw. & St. Paul...100	3,371,000	J. & J.	Jan '67 5	Vermont and Canada*...100	2,250,000	J. & D.	Jun '68 4
Chicago, B. I. & Pacific...100	14,000,000	Sept.	Sep '68 10	M. Hill & Schuylk. Haven...50	3,775,600	J. & J.	Jul '68 4	Vermont Central...100	8,000,000		
Cin., Ham. & Dayton...100	3,129,100	M. & N.	M. '68 8s	Mobile and Ohio...100	3,583,300			Vermont and Massachusetts...100	2,500,000	J. & J.	Jun '68 14
Cincinnati City Passenger...100	1,000,000	J'n & J'y	Jan '68 31	Montgomery & W. Point...100	1,644,104	J. & D.	Dec '67 4	Virginia Central...100	3,353,678		
" Street...100	1,600,250	J. & J.	Jan '68 31	Morris and Essex...50	500,000	F. & A.	F. 67 34s	Virginia and Tennessee...100	3,452,815		
Cincinnati and Zanesville...50	192,750	J. @ J.	Jul '68 6	Mt. Carbon & Pt. Carbon*...50	282,350	J. & J.	Jul '68 6	Western Union...100	2,687,237		
Citizens' Passenger (Phil.)...50	6,000,000	F. & A.	Aug '68 31	Nashua and Lowell...100	600,000	M. & N.	May '68 5	West Jersey...100	781,050		Aug '68 4
Clev. Col., Cin. & Ind...100	2,044,600	M. & N.	M. '68 3s	Nashville & Chattanooga...100	2,056,544			West Philadelphia...50	249,100	J. & J.	Jul '68 5
Cleveland & Mahoning*...50	5,000,000	M. & N.	Jul '68 31	Naugatuck...100	1,100,000	F. & A.	Aug '68 5	Wilm. and Manchester...100	1,130,470		
Cleveland, Painesv. & Ashta...100	5,424,091	J.A.J&O	Jul '68 31	New Bedford & Taunton...100	500,000	J. & J.	Jul '68 4	Wilm. and Weldon...100	1,240,213		
Cleveland and Pittsburg...50	4,841,600	J. & J.	Jul '68 31	New Haven & N. London...100	738,538			Worcester and Nashua...75	1,141,000	J. & J.	Jun '68 31
Cleveland and Toledo*...50	4,400,000	J.A.J&O	O. '67 24	N. Haven & Northampton...100	1,224,700	J. & J.	Jan '68 3				
Col. & Indianapolis Cen...100	1,786,200	J. & J.	Jan '68 4	New Jersey...100	5,000,000	F. & A.	Aug '68 5	CANALS.			
Columbus and Xenia*...50	1,500,000	M. & N.	May '68 5	New London Northern...100	895,000	M. & S.	Mar '68 4	Chesapeake and Delaware...50	1,575,963	J. & D.	Jun '68 3
Concord...100	350,000	J. & D.	Jun '68 31	New York Central...100	26,530,000	F. & A.	Aug '68 4	Chesapeake and Ohio...25	8,228,595		
Coney Island & Brooklyn...100	500,000			New York and Harlem...50	5,285,050	J. & J.	Jul '68 4	Delaware Division...100	1,633,350	F. & A.	Aug '68 4
Conn. & Passump. Rivers...100	1,000,000			" pref...50	1,500,000	J. & J.	Jul '68 5	Delaware and Hudson...100	10,000,000	F. & A.	Aug '68 5
Do. do. pref...100	1,873,300	J. & J.	Jul '68 3	New York & New Haven...100	6,000,000	J. & J.	Jul '68 5	Delaware and Raritan...100	2,298,400	F. & A.	Aug '68 5
Connecticut River...100	1,650,000	J. & J.	Jul '68 3	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul '68 5	Erie of Pennsylvania...100	64,000		
Cumberland Valley...100	1,316,900	A. & O.	Apr '68 4	Ning. Bridge & Catsand*...100	1,000,000	J. & J.	Jan '68 5	Lehigh Coal and Navigat...50	6,137,000	M. & N.	May '67 3
Danbury and Norwalk...100	308,900			Ninth Avenue...100	797,400			Monongahela Navigation...50	728,100	J. & J.	Jan '68 2
Dayton and Michigan*...100	2,384,941	J. & J.	Jul '68 3	North Carolina...100	4,000,000			Morris (consolidated)...10	1,025,000	F. & A.	Feb '67 3
Delaware...50	466,132	J. & J.	Jul '68 3	Northern Central...50	4,648,900	F.M.A.N.	May '68 2	" (preferred)...100	1,175,000	F. & A.	Feb '68 5
Del., Lackaw. & Western...50	11,283,550	J. & J.	Jul '68 5	North Eastern (S. C.) pref...100	150,000			Schuyl. Navigation (cons.)...50	1,608,207	F. & A.	Feb '67 6
Des Moines Valley...100	1,550,050			Northern of N. Hampsh...100	3,06,400	J. & D.	Jun '68 4	" (pref.)...50	2,888,805	F. & A.	Feb '67 6
Detroit & Milwaukee...100	452,359			Northern of N. Jersey...100	158,800			Susq. and Tide Water...50	2,052,983		
" " pref...100	1,600,000			North Pennsylvania...50	3,150,150	Fb '68 5s		Union...100	2,907,850		
D. Dock, E. B'dw. & Bat...100	1,200,000	A. & O.	Apr '68 4	Norwich & Worcester...100	2,363,600	J. & J.	Jul '68 3	" preferred...50	1,100,000	J. & J.	Jan '66 5
Dubuque and Sioux City...100	1,873,641			Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb '68 3	W. Branch and Susq...50	1,100,000		
Do. do. pref...100	1,987,351			" pref...100	641,200	A. & O.	Apr '68 4	Wyoming Valley...50	800,000	irregular	Oct '67 4
Eastern (Mass.)...100	3,578,304	J. & J.	Jul '68 4	Ohio and Mississippi...100	20,222,647						
Eastern (N. H.)...100	492,500	J. & J.	Jul '68 4	" pref...100	5,607,197	J. & D.	Jun '68 31	MISCELLANEOUS.			
East Pennsylvania...100	664,900			Oil Creek & Allegheny R...50	4,259,000	J. & J.	Jul '68 24	Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec '67 24
East Tenn. and Georgia...100				Old Colony & Newport...100	4,848,300	J. & J.	Jul '68 3	Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Dec '67 3
East Tenn. and Virginia...100				Orange and Newark...100	281,550			Union Navigation...100	4,000,000	MJS&D.	Dec '66 5
Eighth Avenue (N. Y.)...100	1,000,000	J.A.J&O	Jan '68 4	Oswego and Syracuse...50	482,400	F. & A.	Aug '68 4	West'n Union Telegraph...100	28,450,000	J. & J.	Jul '68 2
Elm. Jeffers. & Casand*...100	500,000	F. & A.	Fb '68 2s	Pacific of Missouri...100	3,581,000			American Coal...25	1,500,000	M. & S.	M. '68 6
Elmira & Williamsport*...50	600,000	M. & N.	May '68 24	Panama...100	7,000,000	J.A.J&O	Jul '68 6	Ashburton...50	2,500,000	J. & D.	Dec '66 4
Do. do. pref...50	500,000	J. & J.	Feb '68 31	Paterson and Ramapo...100	248,000	J. &					



## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers, (f) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	78 1/2
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	94 1/2
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	90
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	93
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	92
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1885	100 1/2
2d Mortgage	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1886	80
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Extens'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890		Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Corp.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		3d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,600	7				
Maryland Sterling B'ds of 1893.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Clev., Painesville and Ashtabula:						
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1886	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1883.	602,000	6	Jan. & July.	"	1880	97	2d Mortgage	1,000,000	7	"	"	1880	
" " " 1885.	894,250	6	Jan. & July.	"	1875	97	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
" " " 1884.	821,351	6	Ja. Ap. Ju. Oc.	"	1867	98 1/2	Cleveland and Pittsburg:						
Balt. City Loan of 1886	6,000,000	6	Jan. & July.	"	1890	99 1/2	2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	95
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	"	1876	92
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	72 1/2
Bellefontaine and Indiana:							Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90	Clev., Columbus and Cin.:						
2d Mortgage	423,000	7	"	"	1870	82 1/2	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82 1/2	Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	80	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	101
Boston Concord and Montreal:							Columbus and Indiana Central:						
1st Mortgage	81,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
1st Mortgage	300,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage Coupons	100,000	7	Jan. & July.	Boston.	1870	94 1/2	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	Connectic' and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	99 1/2	1st Mortgage	578,800	6	June & Dec.	Boston.	1876	95
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106 1/2
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	92	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93 1/2
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98 1/2	3d Mortgage	642,000	7				
Income (4 in '99, 3 in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7				
Special Erie and North-East	149,000	7	"	"	'61-'70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	95	2d Mortgage	250,000	7	June & Dec.	"		40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,180	7	"	"	'92-'80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91 1/2
Camden and Amboy:							Guaranteed	100,000	6	"	"	1875	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	3,338	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$500,000	210,800	6	"	"	1867		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97 1/2
" " \$800,000	338,040	6	"	"	1870	97 1/2	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1876	99 1/2
" " \$750,000	675,000	6	April & Oct.	"	1875	95	2d Mortgage	1,668,000	7	March & Sept.	"	1881	100
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88 1/2	Des Moines Valley:						
" " \$2,500,000	867,000	6	May & Nov.	"	1889	85	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	90 1/2	Income	462,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90 1/2	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	498,000	7	April & Oct.	"	1879	80 1/2	2d Mortgage	1,000,000	8	"	"	1866	
Oakawiss:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n.	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	85	2d Mortgage (convertible)	420,000	8	Jan. & July.	London.	1872	
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97 1/2
3d Mortgage	800,000	7	March & Sept.	Baltimore.	1885		1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
4th Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
Income	1,305,800	7	"	"	1875		East Tennessee and Georgia:						
Central Pacific of California:							Endorsed by State of Tennessee	139,480					
1st Mortgage	7,380,000	6	Jan. & July.	New York.	1896	101 1/2	Mortgage (ordinary)	780,490					
Convertible bonds	1,500,000	7	"	"	1883	110	East Tennessee and Virginia:						
Cheshire:							State of Tennessee Bonds	1,399,000	6				
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	'75-'80	95	Endorsed by State of Tennessee	185,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	74,000					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112	2d Mortgage bonds	14,000					
" " " " " " " "	3,123,000	8	"	"	1883		Elmira and Williamsport:						
Penn. Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Chicago and Inconventible	941,000	4 1/2	July.	Frankfort O. M.	1890		Five per cent bonds	570,000	5	April & Oct.	"		63
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Erie and North-East:						
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
O. B. & Q. Scrip	413,250	7	Jan. & July.	Frankfort O. M.			Evansville and Crawfordsville:						
Chicago and Alton:							Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100	Norfolk and Western	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102 1/2	Florida:						
Income Bonds	1,100,000	7	April & Oct.	"	1893	94	Internal Improvement (State)	1,655,000	7			1891	
							Free Land, 2d Mortgage	1,600,000	8			1891	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var. that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.		Due	Price	Description.	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) Free Land 2d Mortgage	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State [Tenn.] Loan	\$1,595,530	6	Jan. & July.	New York.	1892	-----
Galena and Chicago Union: 1st Mortgage Coupon	200,000	8	-----	-----	1891	-----	1st Mortgage	1,254,000	7	May & Nov.	"	1890	-----
2d Mortgage (S. F.) Coupon	1,919,000	7	Feb. & Aug.	New York.	1892	101	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Elgin and State Line	1,173,000	7	May & Nov.	"	1875	96	Michigan Central: 1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	-----
Mississippi River Bridge	189,000	7	Jan. & July.	"	1879	-----	1st Mortgage (convert.) Dollar	500,000	8	March & Sept.	"	1869	-----
Great Western, Ill.: 1st Mortgage	200,000	7	Jan. & July.	"	1884	-----	2d General Mortgage	1,777,000	8	"	N. Y. & Boston	1869	117
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	"	1882	116
" Eastern	45,000	7	Feb. & Aug.	"	1888	-----	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	116
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Mich. Southern and N'n Indiana: Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	-----
2d Mortgage	2,500,000	7	May & Nov.	"	1893	76	Goshen Air Line	637,000	7	Feb. & Aug.	"	1893	97
Hannibal and St. Joseph: Missouri State Loan (1st lien)	8,000,000	6	Jan. & July.	New York.	73-78	92	Detroit and Toledo	924,000	7	"	"	1876	95
Land Security	8,344,000	7	April & Oct.	"	1881	96	1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	"	1885	101
Convertible Bonds	822,000	7	Jan. & July.	"	1883	98	2d General Mortgage	2,693,000	7	"	"	1877	94
Harrisburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89	Milwaukee and St. Paul: 1st Mortgage	4,598,000	7	Jan. & July.	New York.	1893	92
Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	2d Mortgage	1,500,500	7	April & Oct.	"	1884	90
Housatonic: 1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	-----	Real Estate Purchase	135,500	-----	-----	-----	1874	-----
Houston and Texas Central: State (1st Lien) Loan	210,000	-----	-----	-----	1866	-----	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	-----
Mortgage	125,000	7	-----	-----	1866	-----	Minnesota and Pacific. Real Estate	1,200,000	7	Jan. & July.	-----	1892	61
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	100	Mississippi Central: 1st Mortgage	1,246,000	7	May & Nov.	New York.	-----	-----
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	105	2d Mortgage	1,517,600	8	Feb. & Aug.	"	-----	-----
3d Mortgage	1,840,000	7	May & Nov.	"	1875	101	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6	-----	-----	-----	-----
Convertible	1,002,000	7	"	"	1867	100	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7	-----	New York.	-----	-----
Illinois Central: Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	-----	2d Mortgage (S. F.)	400,000	8	-----	"	-----	-----
Construction	5,090,500	7	April & Oct.	London.	1875	-----	1st Land Grant	3,612,000	7	-----	"	-----	-----
Construction	2,499,000	6	"	New York.	1875	20	Mississippi and Tennessee: Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	-----
Redemption bonds	2,568,000	7	"	London.	1890	-----	1st Mortgage	600,000	6	"	"	1878	-----
Sterling Redemption bonds	363,000	7	"	London.	1875	-----	Income Bonds	297,500	10	"	Memphis.	1870	-----
Illinois and Southern Iowa: 1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Mobile and Ohio: Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	-----
Indiana Central: 2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Sterling (1st mort.) Bonds	4,187,000	8	"	London.	-----	-----
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93	" " " " " "	146,200	8	"	Mobile	1861	-----
Ind., Pittsburg and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870	-----	Income Bonds of 1881	625,700	8	"	N. Y. & Mob.	62-65	-----
2d Mortgage	347,000	7	"	"	-----	-----	" " " " " "	75,342	8	"	Mobile.	-----	-----
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	85	Mongomery and West Point: Mortgage (due 1863 and '65)	30,500	6	-----	-----	63-65	-----
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Mortgage	61,500	8	-----	-----	1866	-----
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Bonds	100,000	-----	Jan. & July.	-----	1870	-----
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	Bonds	299,200	-----	"	-----	1876	-----
Joliet and N. Indiana: 1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874	-----	Bonds	639,500	-----	"	-----	1881	-----
Kennebec and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	-----	Morris and Essex: 1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	230,000	6	"	Augusta.	1861	-----	2d Mortgage	1,500,000	7	Feb. & Aug.	"	90	-----
*Kentucky Centr. (Gov. and Lex.) 1st Mortgage	160,000	6	-----	-----	-----	-----	Muscogee: 1st Mortgage	249,000	7	-----	-----	-----	-----
1st Mortgage	260,000	7	-----	-----	-----	-----	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000	-----	-----	-----	1876	-----
2d Mortgage (convertible)	1,000,000	7	-----	-----	-----	-----	Naugatuck: 1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	-----
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	*New Albany and Salem: 1st Mortgage	2,235,000	6	-----	-----	-----	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	-----	N. Hav., N. Lond. and Ston'gton: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Lackawanna and Bloomsburg: 1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	Extension	116,000	6	May & Nov.	"	1878	-----
Lexington and Frankfort: Mortgage, due 1860 and '74	63,000	6	Jan. & July.	Lexington.	69-74	-----	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	-----
Little Miami: Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	1st Mortgage (H. & Hamp.)	103,000	6	-----	"	-----	-----
Long Island: State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92	New Jersey: Company's (various)	850,000	6	Semi-ann'ly.	New York.	var.	-----
1st Mortgage	500,000	6	"	"	1870	-----	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890	-----	Extension Bonds	72,800	6	March & Sept.	"	1885	-----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	-----	N. Or'ns, Jackson and Gt. North: 1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	-----
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97	2d Mortgage Bonds	241,000	-----	-----	-----	-----	-----
Louisville and Frankfort: Louisville Loan	100,000	6	Jan. & July.	New York.	1881	-----	N. Orleans, Opelousa, and Gt. West.: Louisiana State Loan	650,000	6	-----	-----	-----	-----
1st Mortgage	120,000	6	"	"	68-78	-----	New Orleans City Subscription 1st Mort. Construction	1,730,600	8	-----	-----	1889	-----
Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77	-----	New York Central: Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96
Lebanon Branch 1st Mortgage	600,000	7	-----	-----	80-85	-----	Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	"	1876	107
Memphis Branch 1st Mortgage	267,000	7	-----	-----	70-75	-----	Exchanged S'ks [S. F.] B'ds.	594,000	6	May & Nov.	"	1883	-----
Hardstown and Louisville	30,000	7	-----	-----	1870	-----	" " " " [S. F.] B'ds.	77,000	6	"	"	1883	-----
City of Louisville bonds	1,074,000	-----	-----	-----	86-87	-----	Real Estate [S. F.] Bonds	165,000	6	"	"	1883	-----
Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36	Real Estate Bonds & Mortgages	131,215	7	var.	"	var.	-----
Maine Central: Loan \$1,100,000	1,092,900	6	-----	-----	80-81	-----	" " " " " "	45,560	6	Feb. & Aug.	"	1876	133
Loan \$400,000	314,100	6	-----	-----	70-71	-----	Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	"	1887	95
McMinnville and Manchester. State [Tenn.]	372,000	6	-----	-----	-----	-----	New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
Mortgage	24,000	7	-----	-----	-----	-----	2d Mortgage	4,000,000	7	March & Sept.	"	1879	103
Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	92	3d Mortgage	6,000,000	7	"	"	1883	98
1st Mortgage Sterling	1,000,000	7	"	"	1891	-----	4th Mortgage	4,441,000	7	April & Oct.	"	1880	93
2d Mortgage	300,000	7	May & Nov.	"	1888	76	5th Mortgage	925,500	7	June & Dec.	"	1888	90
Solot & Hocking Val. R. mort.	300,000	7	"	"	1888	-----	Buffalo Branch	186,400	7	Jan. & July.	"	1891	-----
Memphis, O'areav. and Louisv. State [Tenn.] Loan	910,000	6	-----	-----	-----	-----	Sterling Bonds	3,875,520	-----	-----	London.	1875	-----
Memphis and N. Y. State [Tenn.] Loan	340,000	6	-----	-----	-----	-----	New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
							Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
							3d Mortgage	980,300	7	Jan. & July.	"	1867	92
							New York and New Haven: Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	90
							N. York, Providence and Boston: 1st Mortgage	500,000	7	Feb. & Aug.	New York	1873	-----



## AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond	75-76	
North-Eastern (S. C.):							Mortgage (Coupon)	428,000	7	Feb. & Aug.	"	1875	73 1/2
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Registered)	504,000	7	"	"	1873	73 1/2
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort. b'ds)	156,000	8	May & Nov.	"	1873		Mortgage bonds	180,500	7	June & Dec.	Petersburg	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	580,000	7	June & Dec.	New York	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	800,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1893	152
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85	2d Mortgage	987,500	7	"	"	1893	66
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	83 1/2	3d Mortgage	440,000	7	"	"	1893	8
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York	1875	118
Chattel Mortgage	360,000	10	"	"	1887	112	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1884 and 1874	145,400	6	April & Oct.	Boston	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July.	Boston	1877		Six per cents	78,972	6	"		1878	
Bonds for Dividend Scrip.	59,000	7	"	New York	1874		Sandusky, Mansfield and Newark:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York	1896	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	95 1/2	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western "	850,000	7	"	"	1872		3d Mortgage	71,000	7	"		1870	
2d Mortgage—Western "	750,000	7	"	"	1874		Registered Convertible	128,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Extension	570,500	8	May & Nov.	"	1873	79 1/2	Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Ogdensburg & Lake Champlain:							Steril. Skg 1st b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	100	Do. do. do.	273,187	5	Jan. & July.	Charleston	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July.	Oswego	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York	'68-'70	64 1/2	1st Mortgage	437,000		"	Macon	'75-'85	
Panama:							Steubens and Ind. (P. C. and O.):						
1st Mortgage Sterling	418,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	70
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	91	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	94
Pennsylvania:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	100 1/2	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	89 1/2
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99	" (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London	1875		" Income (series E)	1,700,000	7	"	"	1894	82 1/2
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	St. L., Jacksonv. and Chicago:						
Pennescot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
3d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York	1894	84 1/2
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. German'n and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	62 1/2
Convertible Loan	292,500	6	Jan. & July.	Philadelphia	1885		1st M. (L. E., Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	84
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	101 1/2	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
2d Mortgage (general)	5,000,000	6	"	"	1881	91	Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	"	1871	80 1/2
3d Mortgage	3,000,000	7	"	"	1886	80	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York	1885	73 1/2
Philadelphia and Reading:							Consol. mort. (T. W. & W.)	1,880,000		"			
Bonds of 1834 (unconvertible)	182,400	5	Jan. & July.	Philadelphia	1880		Vermont Central:						
" 1841	2,356,600	6	April & Oct.	"	1870	106	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	70
" 1841	106,000	6	Jan. & July.	"	1871	96	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42 1/2
" 1844	1,525,800	6	"	"	1880	93	Vermont and Massachusetts:						
" 1845	804,000	6	"	"	1880	92 1/2	Mortgage Bonds	924,906	6	Jan. & July.	Boston	1883	94
" 1845	101,000	6	"	"	1880	92 1/2	Virginia Central:						
" 1845	67,000	6	"	"	1880	92 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
" 1857 (convertible)	171,500	6	"	"	1886	93	Mortgage (coupons)	208,500	5	"	Richmond	1872	
" 1859	283,000	7	"	"	'72-'77		Mortgage (coupons)	983,000	6	"	New York	1884	
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia	1884	97	Coupon bonds of 1865	53,000	8	"	"	1876	
Pittsburg and Connellsville:							Funding Interest bonds	185,089	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	Dividend bonds	121,227	6	"	"	'65-'76	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	104	1st Mortgage	494,000	6	Jan. & July.	New York	1872	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	2d Mortgage	23,500	6	"	"	1878	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1865	55
" (series D)	875,000	7	April & Oct.	"	1912	"	Enlarged Mortgage	698,800	6	"	"	1884	
" (series E)	875,000	7	May & Nov.	"	1912	"	Warren (N. J.):						
2d Mortgage (series F)	875,000	7	Jun. & Dec.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York	1876	
" (series G)	860,000	7	Jan. & July.	"	1912	98	Warwick Valley, N. Y.:						
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	85,000	7	April & Oct.	New York	1880	84
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Watertown and Rome:						
" (series J)	860,000	7	April & Oct.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York	1880	
" (series K)	860,000	7	May & Nov.	"	1912	"	Western (Mass.):						
" (series L)	860,000	7	June & Dec.	"	1912	"	Sterling (£899,900)	4,318,520	5	April & Oct.	London	'68-'71	
3d Mortgage	2,000,000	7	April	"	1912	93	Dollar Bonds	936,500	6	"	Boston	1875	100 1/2
Bridge Bonds	153,000	7	May & Nov.	Philadelphia	1876		West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	238,000	6	March & Sept.	Oakden	1883	92 1/2
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	2d Mortgage	780,000	7	"	Philadelphia	1890	
Potomac and Waterdown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-'74		1st Mortgage	696,000	6	Jan. & July.	Baltimore	1890	79
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	85
1st Mortgage	530,000	7	May & Nov.	New York	1900	80	Western Pacific:						
Raleigh and Gaston:							1st Mortgage	3,155,400	6	June & Dec.	N.Y. & Lond.	1895	
Coupon	100,000						Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	506,000	7	June & Dec.	New York	1866	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1908		2d Mortgage	200,000	7	May & Nov.	"	1872	
2d Mortgage	250,000	7	"	"	1888		Income Bonds	163,000	7	March & Sept.	"	1884	
Equipment Bonds	296,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,887	6	"	London	1881	
Sterling (£87,000)	324,000	6	"	"	1860			179,777		"	"	1888	





Dec. 31, 1867	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (—) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.																									Value of Shares			
Years ending.	Railroad.				Rolling Stock.				Companies.				Property and Assets.				Liabilities.				Operations.				Earnings.		Par.	P. C.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	H. M. R.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Carried one mile.	Gross.	Net.	Dividends.				
Oct. 31, 1867	80.0	23.5	116.0	21	6	3	1,276		Lackawanna and Bloomsburg	8,331,355	621,775	1,535,000	2,273,235	65,580	273,235	65,580	80.0	505,071					790,808	225,446		50		
Dec. 31, 1867	37.0		32.0	3	2	1	25		Lake Erie and Louisville	3,351,355	621,775	1,535,000	2,273,235	65,580	273,235	65,580	37.0									100		
Jan. 1, 1868	15.0		22.0	33	8	2	1,847		Leavenworth, Lawrence & Galvesa	678,100	1,747,141	4,458,000	3,750,000	7,960,250	9,458,625	9,458,625	15.0									50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Oct. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652	3,407,438	10,331,400	1,457,000	860,111	860,111	860,111	101.0	1,234,376					834,164	193,776	6	50		
Dec. 31, 1867	101.0	60.2	18.0	90	18	10	6,096		Lehigh and Susquehanna	11,439,652																		



Feb. 28, 1867	28.5	12	6	96	North-Eastern "	2,145,131	50,383	1,003,060	845,000	506,349	102.0	(Leased to Selma and Meridi (an.)	317,776	12,569	100
Feb. 28, 1867	61.0	22	14	336	North Pennsylvania "	6,062,413	80,383	1,300,000	3,447,540	80,586	196,608	343,026	12,138,701	13,691,447	100
Feb. 28, 1867	13.0	20	3	346	North Pennsylvania "	9,067,414	716,175	4,648,000	5,764,100	1,512,048	577,103	1,517,308	20,008,000	94,896,528	100
Feb. 28, 1867	32.0	40	16	442	North Pennsylvania "	3,068,000	200,701	383,362	1,098,000	146,230	311,964	371,638	5,688,452	16,270,340	100
Feb. 28, 1867	8.0	24	8	442	North Pennsylvania "	3,068,000	200,701	383,362	1,098,000	146,230	311,964	371,638	5,688,452	16,270,340	100
Feb. 28, 1867	3.0	13	6	491	North Pennsylvania "	2,463,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	21.3	35	15	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	32.0	40	16	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	4.0	18.0	6.7	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	118.4	40	18.0	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	340.0	79	30	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	3.0	10	6.7	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	150.5	37	14	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	82.3	34	15	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	31.9	16	11	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	9.1	31	11	491	North Pennsylvania "	6,291,928	642,862	2,363,600	629,600	43,253	220,203	364,912	9,888,209	260,338	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	47.6	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	14.5	15	23	131	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	9.1	31	11	149	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	28.6	6	10	4	North Pennsylvania "	1,160,940	139,834	492,400	715,000	3,387	112,330	112,330	3,387	112,330	100
Feb. 28, 1867	283.0	62	24	700	North Pennsylvania "	1,160,940	1								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running data (....) signifies "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

Years ending.	Railroad.		Rolling Stock.		Companies.	Property and Assets.				Abstract of General Balance Sheet.				Operations.				Earnings.		Value of Shares.							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Pass.	R. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	Market.
Dec. 31, 1897	91.0			200.0	22	20	16	242	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
July 31, 1897	101.1	102.9						27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	68.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	20.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	13.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
June 30, 1897	15.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	21.5							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	13.2							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	81.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	73.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	80.5							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Oct. 31, 1897	111.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	48.4							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	34.9							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	6.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	27.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	2.1							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Oct. 31, 1897	20.4							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	100.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	34.9							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	12.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
May 31, 1897	17.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	117.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Feb. 28, 1897	158.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	204.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	18.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	10.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	7.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Oct. 31, 1897	23.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Oct. 31, 1897	29.4							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	13.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Oct. 31, 1897	11.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Nov. 30, 1897	11.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	18.2							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	138.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Sept. 30, 1897	43.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897	45.0							27	3,802,337	255,880	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,689,623	20,419,002	689,286	246,694	107,070	408,999	6,761	100	100	
Dec. 31, 1897																											



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders (—) "not ascertained."

Fiscal year ending.	Length, equal in single or projected.	Equipment, in progress or projected.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
						Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	n.										
MASSACHUSETTS.												
30 Nov. '67	3.53		Boston and Chelsea	110,000	119,000			8,800	7,396	0.8		
30 Nov. '67	6.84		Broadway, Boston	402,463	325,000		64,336	187,427	29,460	9.5		
30 Nov. '67	28.31		Cambridge	877,884	727,800	150,000	94			2.0		
30 Nov. '67	3.99	48	Lowell (Horse)	66,908	55,830		1,688	27,268	5,538			
30 Nov. '67	12.50	196	Lynn and Boston	289,426	200,000	50,000	48,984	154,987	loss.			
0 Nov. '67	3.60		Malden and Melrose	60,246	200,000	55,758		24,138	loss.			
30 Nov. '67			Marginal Freight	91,543	94,200							
30 Nov. '67	3.08		Medford and Charlestown	36,000	21,000	8,000		23,442	2,240		50	
30 Nov. '67	42.99	791	Metropolitan (Boston)	1,523,225	1,250,000		183,198	726,709	129,635	10		
30 Nov. '67	7.21	254	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,086	10,987			
30 Nov. '67	3.25	23	Northampton & Williamsb.	300,000	300,000		2,318	14,273	1,125			
30 Nov. '67	2.18	6	North Woburn street	27,242	17,800		18,500	268	loss.			
30 Nov. '67	4.46	55	Quincy	126,840	71,600	66,424	57,692	23,226	loss.			
30 Nov. '67	7.19	50	Salem and South Danvers	195,317	150,000		6,268	36,637	loss.			
30 Nov. '67	3.71		Somerville	75,000	75,000			4,500	4,500	6		
30 Nov. '67	2.51	12	Stoneham street (Boston)	37,300	33,000			8,589	89			
30 Nov. '67	6.84		Suburban	95,000	5,000	(Inc. in Mal. & Mel rose.)						
30 Nov. '67		440	Union (Transportation)	308,870	200,000	24,000	117,842	368,351	13,015	6		
30 Nov. '67	2.76		Winnisimmet	62,152	68,800		238	4,300	3,897	4		
30 Nov. '67	4.06	44	Worcester	89,878	75,800	72,000	20,000					
CONNECTICUT.												
31 Jan. '64	3.0	3.0	Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5	11	Hartford and Wethersfield	300,000	300,000							
NEW YORK.												
30 Sep. '67	7.37	87	Albany	139,414	98,000	40,000		71,961	15,873		100	
30 Sep. '67	22.00	53	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543		100	
30 Sep. '67	10.76		Broadway (Brooklyn)	280,561	200,000	35,000	10,015	107,736	23,744	8	100	
30 Sep. '67	18.0	103	Broadway & 7th Ave., N. Y.	508,818	2,100,000	150,000		687,433	253,214	34	100	
30 Sep. '67	8.00	17	Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000	85,172	27,253	3,994		100	
30 Sep. '67	70.00	207	Brooklyn City	1,800,818	1,500,000	300,000		1,131,129	196,907	12	100	
30 Sep. '67	11.30	49	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852		100	
30 Sep. '67	1.12	14	Brooklyn City & Rock. B'h	125,586	107,700	45,000		15,085	6,352		100	
30 Sep. '67	21.0	57	Brooklyn Central & Jamaica	986,783	488,100	498,810	47,303	192,290	9,470		100	
30 Sep. '67	8.15	22	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,555		100	
30 Sep. '67	1.76		Central City (Syracuse)	29,180	21,180	0,000	1,400	17,545	4,786	84	100	
30 Sep. '67	24.00	121	Central Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,615	16,285		100	
30 Sep. '67	14.92		Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228		100	
30 Sep. '67	22.09	201	D. Dock, E. B'dw. & Battery	678,114	1,000,000	672,000	15,000	582,532	89,310	5	100	
30 Sep. '67	18.00	162	Eighth Avenue	1,420,972	1,000,000	200,000		792,574	139,095	12	100	
30 Sep. '67	10.24	49	42d st., & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	6	100	
30 Sep. '67	5.50		Grand st. & Newtown (W'g)	172,000	170,000	38,000	6,000	74,420	18,793	94	100	
30 Sep. '67	3.00		Genesee & Water st. (Syr.)	42,194	42,500			8,765	419		100	
30 Sep. '67	8.86		Greenpoint & Williamsbr'g	144,000	44,300	100,000	3,900				100	
30 Sep. '67	10.00	21	Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578		100	
30 Sep. '67	3.56		Kingston and Rondout	76,510	75,000			27,600	1,620		100	
30 Sep. '67	7.00	17	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000		100	
30 Sep. '67	12.20	58	Ninth Avenue	466,285	797,320	187,000		92,671	16,881		100	
30 Sep. '67	6.76		Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,346		100	
30 Sep. '67	10.00	41	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,601		100	
30 Sep. '67	10.00		Second Avenue (N. Y.)	1,418,512	800,000	700,000	137,690	458,945	9,470		100	
30 Sep. '67	8.37	81	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,664	10	100	
30 Sep. '67	5.33		Skaneateles	88,878	67,780	20,000					100	
30 Sep. '67	2.07		Syracuse and Geddes	25,035	25,000	25,000		13,075	5,046	20	100	
30 Sep. '67	4.37		Syracuse and Onondago	31,000	31,000			6,696	1,176	5	100	
30 Sep. '67	18.00	180	Third Avenue (N. Y.)	2,485,404	1,700,000	1,380,000	50,000	1,184,943	222,222	12	100	
30 Sep. '67	3.33		Troy and Albia	71,952	44,150	19,000	11,238	12,446	2,140		100	
30 Sep. '67	15.50		Utica and Waterville	801,288	121,172	196,500	1,200	76,179	14,707		100	
30 Sep. '67	2.26	4	V. Brunt, st. & Erie Bas. (Bk'n)	37,000	75,000	12,000	1,534	17,395	2,267		100	
30 Sep. '67	15.52		Westervilet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
NEW JERSEY.												
31 Dec. '62	5.32		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47		Jersey City & Bergen Point									
31 Dec. '62	17.00	150	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566		50	
31 Dec. '62	5.80	8	West Hoboken & Hoboken	160,000	40,000	60,000						
PENNSYLVANIA.												
31 Oct. '67	9.23	137	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	
31 Oct. '67	1.63	10	Easton & South Easton	22,422	24,500	500		4,971	428	2	25	
31 Oct. '67	10.50		Frankford and Philadelphia	138,287	99,635	50,000	11,964	15,786	loss.			
31 Oct. '67	16.37	272	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		296,142	56,996	6	50	
31 Oct. '67	34.25	367	Germantown	642,270	112,245	350,000	20,000	284,574	65,882	26 1/2	50	
31 Oct. '67	5.40	120	Girard College (Phila.)	170,964	170,000			112,204	15,978	12 1/2	50	
31 Oct. '67	4.84	197	Green & Coates st. (Phila.)	234,463	180,000	100,000		170,439	9,604	10	50	
31 Oct. '67	2.00	18	Harrisburg City	67,948	41,995	9,750	2,248	9,777	loss.		25	
31 Oct. '67	5.20	103	Lombard & South st. (Phila.)	162,957	90,000	80,200	7,900	66,529	13,046	25	11 1/2	
31 Oct. '67	7.25	82	Oakland (Pittsburg & E. L.)		59,500	67,718	890	49,980	loss.		50	
31 Oct. '67	3.00	9	Peoples, Luzerne County	34,800	34,800			4,800	2,382			
31 Oct. '67	7.08	277	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	68,011	10	50	
31 Oct. '67	5.61	50	Philadelphia and Darby	250,419	160,000	89,000		85,871	9,452	12 1/2	20	
31 Oct. '67	8.50	125	Philadelphia & Gray's Ferry	286,583	285,307			93,888	23,343	3	50	
31 Oct. '67	8.75	163	Pittab. Allegheny & Manch'r	146,495	110,000	35,000	24,916	138,501	22,495	10	50	
31 Oct. '67	3.90	11	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11 1/2	50	
31 Oct. '67	8.00	58	Ridge Avenue & Manyunk	179,635	120,500	63,200		40,799	6,726	2	50	
31 Oct. '67	3.96		Schuylkill River (Phila.)	47,468	60,000						50	
31 Oct. '67	19.50	459	Second & Third st. (Phila.)	487,336	339,097	114,200	68,088	409,156	105,448	18 1/2	50	
31 Oct. '67	5.62	100	17th & 19th st. (Phila.)	114,868	130,000			69,627	11,284	4 1/2	50	
31 Oct. '67	7.00	104	10th & 11th st. (Citizens')	176,049	192,750			131,728	22,160	31 1/2	50	
31 Oct. '67	6.25	145	13th & 15th st. (Phila.)	uncertain				208,984	84,048		50	
31 Oct. '67	25.00	529	7013 Union (Philadelphia)	764,927	400,000	300,000		366,348	42,591	7 1/2	50	
31 Oct. '67	6.00	341	West Philadelphia	479,708	375,000	100,000		281,058	50,692	10	50	
31 Oct. '67	4.12	13	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423	50		
31 Oct. '67	1.02	10	Williamsport	20,367	15,000	5,000	1,127	5,665	1,319	25		
MARYLAND.												
31 Dec. '62	21.00	340	Baltimore City	700,000	670,000		31,549	239,059	21,058		18	
OHIO.												
31 Dec. '62	5.00		Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00		City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81		Passenger (Cinc.)	69,837	50,000							

## PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---	---
Berkshire (guaranteed)	600,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	70	---
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---	---
Camden & Atlantic (preferred)	620,800	7	7	---	---
Catawissa (preferred)	1,150,000	7	7	21	---
Chemung (guaranteed)	380,000	7	7	33	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---	---
Cheshire (preferred)	2,017,825	7	7	---	---
Chicago & Alton (preferred)	2,425,400	7	7	145	---
Chicago & Northwestern (pref.)	14,789,125	7	7	85	---
Coschecho (preferred)	177,750	8	8	---	---
Cr. & Passumpsic Rivers, (pref.)	1,973,300	10	10	91	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---
" (2d preferred)	241,900	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	7	74	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---	---
Elmira & William-port (preferred)	500,000	7	7	40	---
Erie (preferred)	8,536,910	7	7	83	---
Hannibal & St. Joseph (preferred)	5,253,866	7	7	---	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---
Houston (preferred)	1,180,000	8	8	72	---
Indianapolis & Madison (pref.)	407,900	8	8	---	---
Kennebec & Portland (preferred)	372,000	6	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---	---
Marquette & Cincinnati (1st pref.)	6,556,135	7	7	28	---
" (2d pref.)	4,051,744	7	7	25	---
Michigan S. & N. Indiana (guar.)	586,800	10	10	---	---
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107	---
" (2d pref.)	841,400	7	7	83	---
Milwaukee & St. Paul (preferred)	7,370,900	7	7	---	---
New Haven & Northampton (guar.)	1,010,000	7	7	---	---
New York & Harlem (preferred)	1,500,000	8	8	124	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---
Patterson & Hudson (guaranteed)	630,000	8	8	---	---
Patterson & Ramapo (guaranteed)	248,000	8	8	---	---
Peoria & Bureau Valley (guar.)	1,200,000	7	7	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	7	7	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	84	---
Port, Baco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	882,700	6	6	---	---
" (preferred)	608,176	6	6	---	---
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	67	---
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73	---
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	---	---
" (2d pref.)	278,400	7	7	---	---
Troy & Greenbush (guaranteed)	904,000	6	6	46	---
Vermont & Canada, (guaranteed)	1,600,000	8	8	102	---
Warren (guaranteed)	1,408,300	7	7	---	---
White Mountains (guaranteed)	200,000	6	6	---	---
Wrightsv., Y. & Gettysburg	317,950	2	2	---	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,667,343	6 J. & J.	1886	92	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" sterling	4,375,000	5	1890	---	---
Preferred bonds	1,700,000	6	18	30	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	82	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
Bonds	673,799	7 J. & J.	1866	---	---
Interest Certificates	161,980	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,158	6 Qtrly.	1870	---	---
Six per cent. Loan	5,434,351	6	1884	82	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	67,000	6	1865	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	97	---
2d Mortgage	318,750	6	83	---	---
Boat Loan	287,010	6	80	---	---
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	65	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	85	---
2d Mortgage	3,980,670	6 J. & J.	1882	70	---
Improvement	1,601,670	6 M. & N.	1876	80	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,376	6	1865	---	---
Mortgage bonds	993,000	6	1878	59	---
Preferred Interest b'ds.	227,569	6	1878	---	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	12	---
West Branch & Susquehanna:					
1st Mortgage, s'k fund	450,000	6 J. & J.	1878	60	---
Wyoming Valley:					
"	900,000	6 J. & I.	1878	72	---

## CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	38	---
Chesapeake and Ohio	100	8,228,595	---	---
Delaware Division	100	1,633,350	50	---
Delaware and Hudson	100	10,000,000	10	120
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,968,146	10	21
Monongahela Navigation	50	726,900	3	---
Morris, (consolidated)	100	1,026,000	10	35
" (preferred)	100	1,175,000	10	70
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	10	---
" (preferred)	50	2,888,983	10	---
Susquehanna and Tide Water	50	2,048,260	14	---
Union	50	---	---	---
Union (preferred)	50	2,787,000	1	---
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Serrill, 1½ to 1½ cents per lb.; Pig, 40 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1..... per ton 43 @ 45	
Pig, American, No. 1..... @ 42	
Pig, American, No. 2..... @ 38	
Bar, Refined, English and American..... @ 90	
Bar, Swedes, assorted sizes..... (gold) 87 50 @ 90	
—STONE PRICES.—	
Bar, Swedes, ordinary sizes..... @ 155	
Bar, English and American, Refined..... @ 100	
Bar, English and American, Common..... @ 90	
Scotch..... @ 175	
Ovals and Half-round..... @ 155	
Sand..... @ 130	
Horse Shoe..... @ 130	
Rods, ½ @ 3-16 inch..... @ 105	
Hoop..... @ 135	
Nail Rod..... per lb. @ 94 @ 104	
Sheet, Russia, Med. No.'s..... @ 13	
Sheet, Single, D. and T. Common..... @ 54 @ 64	
Rails, English..... (gold) 51 50 @ 52 50	
Rails, American (at works)..... @ 81	
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast..... (2d and 1st qty.)..... per lb. @ 18 @ 23	
English Spring..... (2d and 1st qty.)..... @ 10 @ 12	
English Blister..... (2d and 1st qty.)..... @ 11 @ 20	
English Machinery..... @ 13 @ 16	
English German..... (2d and 1st qty.)..... @ 14 @ 16	
American Blister, "Black Diamond"..... @ 10 @ 16	
American Cast, Tool, do..... @ 19 @ 20	
American, Spring, do..... @ 10 @ 13	
American Machinery, do..... @ 10 @ 13	
American German, do..... @ 10 @ 13	
COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	
Sheathing, New..... per lb. @ 33	
Boils..... @ 33 @ 42	
Braziers..... @ 33 @ 42	
Sheathing, &c., Old..... @ 18 @ 20	
Sheathing, Yellow Metal..... @ 26 @ 28	
Boils, Yellow Metal..... @ 26 @ 28	
American Ingot..... @ 23 @ 24	
LEAD.—Duty: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Galena..... per 100 lb. @ 65 @ 60	
Spanish..... (gold) 65 @ 60	
German Refined..... (gold) 65 @ 60	
English..... (gold) 65 @ 60	
Bar..... (net) 10 @ 10	
Pipe and Sheet..... (net) 10 @ 10	
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca..... (gold) per lb. @ 26 @ 27	
Straits..... (gold) 23 @ 23	
English..... (gold) 24 @ 24	
—CURRENCY.—	
Plates, I.C. Charcoal, p.b. 8 37 @ 8 50	
Plates, I.C. Coke..... 7 @ 7 62 @ 10 25 @ 11 50	
Plates, Coke Terne..... @ 6 25 @ 9 25 @ 9 50	
Plates, Charcoal Terne..... 7 75 @ 8 12 @ 11 50 @ 12 25	
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall. @ 15 @ 22	
Crude, 40 @ 47 gravity (in shipping order) @ 21 @ 22	
Refined, free, S. W. @ 21 @ 22	
Refined, in bond, prime L. S. to W. (110 @ 115 test) @ 21 @ 22	
Refined, in bond, Standard White @ 31 @ 32	
Refined, in bond, prime White @ 33 @ 32	
Naptha, Refined, (60 @ 63 gravity) @ 17 @ 18	
Residuum..... per bbl. @ 3 80	

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.  
Th. 20, F. 21, Sat. 22, M. 24, Tu. 25, W. 26.

Atlantic M. S. S. Co.	21½	21½	21½	21½
Boston, Hartford & Erie 21½	21½	21½	21½	21½
California 7s	46	46	46	46
Canton Co.	46	46	46	46
Central of N. Jersey 118	118	118	118	118
Chicago & Alton	139	140	140	144
" " pref.	140	140	140	145
" " 1 M.	100	100	100	100
" " S. F.	100	100	100	100
" " Inc. b'ds	100	100	100	100
Chicago, Burl. & Q.	170	170	170	170
" " 8 p.c.	112	112	112	112
Chi. & Gt. Eastern 1st m.	80½	80½	80½	80½
Chi. & Northwest	80½	80½	80½	80½
" " pref.	80½	80½	80½	80½
" " 1st M.	92	92	90	81½
" " 2d M.	76½	76½	76½	76½
" " S. F.	76½	76½	76½	76½
" " Consol.	98½	98½	98½	98½
Chicago & Rock Isl.	98½	98½	98½	98½
" " 1st M. 70	94½	94½	94½	94½
Chi., R. I. & Pa. 7s 1896	94½	94½	94½	94½
C. O., C. and Ind.	85	85	85	85
Olev. and Pittsburg	85	85	85	85
" " 2 M.	77½	77½	77½	77½
" " 3 M.	77½	77½	77½	77½
" " 4 M.	77½	77½	77½	77½
" " con.	98½	98½	98½	98½
Olev. and Toledo	98½	98½	98½	98½
" " S. F. 7 p.c.	97½	97½	97½	97½
Olev., Painesv. & Ash.	97½	97½	97½	97½
Cumberland Coal pref. 29	30	30	29	29
Del. & Hudson Canal 124	124	123	121	119
Del., Lack. & West.	118	118	118	120
" " 1 M. S. p. c. 71-5	118	118	118	118
" " 2 M. S. p. c. 81	118	118	118	118
Erie	46½	46½	48	48½
" " pref.	68½	68½	70	70½
" " 1 M. T. p. c. 67	68½	68½	70	70½
" " 2 M. T. p. c. 79	103½	103½	103	103
" " 3 M. T. p. c. 83	98½	98½	98½	98½
" " 4 M. T. p. c. 80	98½	98½	98½	98½
" " 5 M. T. p. c. 88	98½	98½	98½	98½
Great Western 2d mort. 76	76½	76½	76½	76½
Hudson River	134	135½	136	136
" " 1 M. T. p. c. 69	134	135½	136	136
" " 2 M. S. F.	134	135½	136	136
" " 3 M. T. p. c. 75	134	135½	136	136
Illinois Central	143	143	144½	144
" " bonds	143	143	144½	144
Marietta & Cin. 1st pref.	143	143	144½	144
" " 2d	143	143	144½	144
Mariposa Mining Co.	143	143	144½	144
" " pref.	143	143	144½	144
Michigan Central	118	118	118	118
" " S. F. S. p. c. 82	118	118	118	118
" " conv. S. p. c. 69	118	118	118	118
M. S. and N. I.	82½	83½	83	82½
" " 1 M. S. F. 100	101	101	101	101
" " 2 M.	94½	94½	94½	94½
Mil. and P. du Chien	107	107	107	107
" " 1st pref.	107	107	107	107
" " 2d pref.	107	107	107	107
" " 1st M.	107	107	107	107
Milw. and St. Paul	69	69	70	77
" " pref.	79½	79½	79½	81
" " 1st mort. 93	79½	79½	79½	81
" " 2d mort.	92½	92½	92½	92½
Missouri 6s	92½	93	92½	92½
" " iss. to H. & St. J. R.	92½	92½	92½	92½
" " Pacific	92½	92½	92½	92½
Morris and Essex	93	93	93	93
" " 1st mort. 100	93	93	93	93
" " 2d mort. 89	93	93	90	93
N. Jersey R.R. & T. Co.	125	125	125	125
New York Central 125	125	125	125	125
" " 7s S. F. 76	125	125	125	125
" " 7s conv. 76	125	125	125	125
" " 6s S. F. 83. 96	96	96	96	96
" " 6s S. F. 87	96	96	96	96
N. York & Harlem	103	103	103	103
" " pref.	103	103	103	103
" " 1 M. T. p. c. 73	103	103	103	103
N. Y. and N. Haven	145	145	144½	144½
N. Carolina ex-coup. 72	72½	72	72	71½
" " new	71½	71½	71	71
Ohio & Mis.	28½	29	28½	28½
" " pref.	28½	29	28½	28½
" " 1st m.	95½	95½	95½	95½
Pacific Mail S.S. Co.	99	99	100	100
Panama	363	363	363	363
Phila. and Reading	90	89½	90	90
Pitts. Ft. W. & Chicago 106	106	106	106	107
" " 1 M.	98	98	98	98
" " 2 M.	98	98	98	98
" " 3 M.	98	98	98	98
Quicksilver Mining Co.	20	20	20	20
St. L., Alton & T. H.	20	20	20	20
" " pref.	20	20	20	20
" " 1 M.	20	20	20	20
" " 2 M. pref.	20	20	20	20
" " Inc. b'ds.	20	20	20	20
Tennessee 6s. ex-coup. 65	65	64	63	63
" " new	63	63	62	62
Tol. Wab. & Western 51	52	51	52	51
" " Prof.	51	51	51	51
" " 1 M. ex.	92	92	92	92
" " 2 M.	84	84	84	84
" " Int. b'ds.	92	92	92	92
Virginia 6s. ex-coupon 53	53	53	53	53
" " new	53	53	53	53





existing 1,600 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,917,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,824,800; and for the public deposits, \$38,052,350—making a total of \$379,876,650. The Treasury Department last week redeemed and destroyed \$537,000 of worn and mutilated fractional currency, and issued \$1,695,627 of new. The outstanding amount of fractional currency on the 1st of August was \$31,867,818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been up to a fair average, in their yield, during the week. The customs are increasing quite encouragingly. The excises, last week, yielded some four millions; customs at the port of New York, \$2,904,486, and at the outports about \$975,000 (in coin) more, making the grand total income for the week equal to about \$9,624,275 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$29,500,000.

Gold has been less confidently dealt in. The speculative inquiry has been much less active. There has been only a light export drain. The demand for custom house purposes, however, has been quite active. The extremes of the week have been 146 $\frac{1}{2}$ ¢ and 148 $\frac{1}{2}$ ¢, and the latest quotations on Wednesday were 144 $\frac{3}{4}$ ¢@144 $\frac{3}{4}$ ¢. There were some imports of specie from Great Britain reported, during the week. The California steamer delivered \$844,325 on Saturday. The exports of specie, last week, were less than \$650,000. Thus far, this week, they have been confined to \$17,000 on Monday to Havana, and \$390,686 on Tuesday to Hamburg. No shipments were reported on Wednesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,956,109, against \$2,021,420 same time last year. The customs demand for Gold last week, averaged \$494,333 a day; thus far, this week, it has been equal to \$646,397 a day, or equal to a weekly aggregate of \$3,878,382. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$282,745 and from California, \$844,325. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$74,862,966, against \$80,062,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$28,300,048, against \$19,939,520, in 1867, showing an increase thus far in 1868, of \$8,360,528. The exports of specie, from this port, last week, were \$648,923, against \$595,533 same week last year; total, since Jan. 1, 1868, \$63,887,110, against \$39,872,171 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$208,000; since Jan. 1, 1868, \$59,965,581, against \$39,617,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were \$22,384,285, against \$24,994,670 same time last year.

Government received \$4,854,786 from customs

at the port of San Francisco, from Jan. 1, to July 28, against \$4,184,000 same time in the preceding year.

Foreign exchange has been in better supply and less request at slightly modified prices. There has been a heavier amount of produce bills on the market, with comparative little call from buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109@109 $\frac{3}{4}$ , and on Paris to 5.21 $\frac{1}{4}$ ¢@5.16 $\frac{1}{4}$ ¢; sight bills on London to 109 $\frac{3}{4}$ ¢@109 $\frac{3}{4}$ ¢, and on Paris to 5.16 $\frac{1}{4}$ ¢@5.13 $\frac{3}{4}$ ¢. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,568,654, against \$2,994,242 same week last year; total, since Jan. 1, 1868, \$108,630,209, against \$122,420,131 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'67.

Government securities were quite heavy, and pressed for sale most of the week. In the absence of any considerable demand, prices declined materially. The lowest sales were made during the forenoon of Tuesday. Through the afternoon of that day, and all of Wednesday, the dealings were unusually extensive, leading to a rise of fully  $\frac{3}{4}$ @1 $\frac{1}{4}$  per cent. The transactions were particularly heavy in the later issues of the Fifties, which showed the most notable improvement. A majority of the recent street sellers were free buyers at the ruling quotations. The ease in money favored buoyancy in the funded obligations. The offerings of bonds were not as urgent as they had been through the past week. Very few orders to sell were received by mail, and the few that came to hand were of little moment. Many of the banking institutions evinced a disposition to purchase the six per cents at current low prices, rather than loan their means on call at three or four per cent. Some importations of 1862 Fifties were reported, within the week. These imports were mostly exchanged for the later issues, directly, or indirectly, by sale and purchase.

U. S. sixes of 1881 closed here on Wednesday at 113 $\frac{1}{2}$ ¢@113 $\frac{3}{4}$ ¢; U. S. Fifties of 1862, 113 $\frac{1}{2}$ ¢@113 $\frac{3}{4}$ ¢; U. S. Fifties of 1864 at 109 $\frac{3}{4}$ ¢@109 $\frac{3}{4}$ ¢; U. S. Fifties of 1865 at 110 $\frac{3}{4}$ ¢@111; U. S. Fifties of 1865, consolidated, 108 $\frac{1}{4}$ ¢@108 $\frac{3}{4}$ ¢; U. S. Fifties of 1867, 108 $\frac{1}{4}$ ¢@108 $\frac{3}{4}$ ¢; U. S. Fifties of 1868, 108 $\frac{1}{4}$ ¢@108 $\frac{3}{4}$ ¢; U. S. Ten-forties at 108 $\frac{1}{4}$ ¢@108 $\frac{3}{4}$ ¢. U. S. Six per cent. currency bonds, 100 $\frac{3}{4}$ ¢@101 $\frac{3}{4}$ ¢. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of  $\frac{1}{8}$ @ $\frac{1}{4}$  of 1 per cent. on these figures:

September, 1865.. 118 $\frac{3}{4}$ ¢ | October, 1865.... 118 $\frac{3}{4}$ ¢

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 12.	Aug. 19.	Aug. 26.
Consols .....	93 $\frac{7}{8}$	94 $\frac{1}{8}$	94 $\frac{1}{8}$
U. S. 5-20's of 1862..	72	71 $\frac{3}{8}$	71 $\frac{3}{8}$
Erie .....	36 $\frac{3}{4}$	31 $\frac{3}{4}$	32
Ill. Central .....	92 $\frac{1}{2}$	91 $\frac{1}{4}$	91 $\frac{3}{4}$

The railway and miscellaneous share property broke down severely in price, early in the week, under the hammering process, as applied to Erie more particularly, and the market became quite feverish and panicky. Erie shares were depressed to 44 last Thursday. Subsequently, there was a

sharp, though fitful improvement, and the market closed with reviving animation and buoyancy.

General business has been less active in the produce line. Breadstuffs have declined, provisions have advanced. Cotton has been in fair request, closing more firmly. Middling upland cotton closed steadily, but rather tamely on Wednesday at 30 $\frac{1}{2}$  cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged only about 300 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 52,500 bales, against 97,500 bales same date last year. At the Live Stock market, this week, Beeves have been slow of sale at from 10@16 $\frac{1}{2}$ ¢. per lb.; week's receipts, 5,583. Veal calves have been less plenty, and have been in good request at from 6@12¢. per lb.; receipts, 2,212. Sheep and lambs in large supply and depressed, ranging from 3@7 $\frac{1}{2}$ ¢, and 5@8 $\frac{1}{2}$ ¢, respectively; receipts, 40,965. Swine have been fairly active at from 9@11 $\frac{3}{4}$ ¢. per lb., all live weight; receipts, 18,739. At the monthly auction sale of Scranton coal, 50,000 tons were disposed of at much firmer prices, ranging from 4.32 $\frac{1}{2}$ ¢@5.55 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. Foreign merchandise has been moderately inquired for at generally uniform quotations. The total imports of foreign dry goods, last week, were \$2,897,131, and the total amount marketed \$2,702,300. The value of foreign merchandise imported last week, was \$3,747,159—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,644,290, against \$4,276,594 same week last year; from Jan. 1, 1868, \$165,142,622, against \$172,953,818 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,831,007 in 1866-'67. The freight market has been less active, and rates have been quoted lower. For Liverpool we quote flour at 1s. 4 $\frac{1}{2}$ d. by sail, and 1s. 6d. @ 1s. 7 $\frac{1}{2}$ d. by steamer, per bbl.; grain at 2d. by sail, and 2 $\frac{1}{2}$ @3d. by steamer, per bushel; cotton at  $\frac{1}{8}$ d. @  $\frac{3}{8}$ d. by sail, and  $\frac{3}{8}$ d. by steamer, per lb.; and heavy goods at 12s. 6d. @ 25s. by sail, and 15s. @ 30s. steamer, per ton. Total number of vessels in port on Wednesday, 445.

The New York exports, exclusive of specie, for the week ending Aug. 25, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week .....	\$2,994,242	\$3,568,654
Prev. reported .....	119,425,889	105,061,555

Since January 1..... \$122,420,131 | \$108,630,209

The imports for the week ending August 22, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods .....	\$2,318,692	\$2,297,131
Gen. merchandise .....	1,957,902	3,747,159
Total for the week .....	\$4,276,594	\$6,644,290
Previously reported .....	160,538,874	155,532,525

Since January 1..... \$164,815,468 | \$162,176,815

The balance in the Sub-Treasury on Wednesday was \$91,293,577 56.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Georgia 6s, 80; do., 7s, 90; Rhode Island 6s, 98½; Ohio 6s, 1875, 101; Brooklyn 6s, W. L., 96; Milwaukee and St. Paul 8s, 102; do., 7 8-10 conv., 95; Pacific R. R. 7s, guar. by Mo., 84½; Toledo, Peoria and Warsaw 1st mort., W. D., 80½; Galena and Chicago 1st mort., 101; Chicago and Northwestern Appleton Extension, 89; Hartford and New Haven R. R., 225; Wells-Fargo Exp. Co., 27¼; Merchants' Union Exp., 21½; American Exp., 41¼; U. S. Exp., 44; Adams' Express, 47¾; Boston Water Power Co., 15½; Am. Coal, 45; Penn. Coal, 200; Cary Imp. Co., 11; Western Union Telegraph, 84¾; do., 7s, 89½; Fourth National Bank, 104½; Continental Bank, 102; Bankers' and Brokers' Ass., 103; Grocers' Bank, 110; Phoenix Bank, 107½; Corn Ex. Bank, 127; Ocean Bank, 108; Central National Bank, 107¼; Tenth National Bank, 101; Bank of Commerce, 122; Consol. Gregory, 3.85; La Crosse Gold, 0.31; Montana, 0.52; Quartz Hill, 0.95; Rocky Mt., 0.11; Smith and Parmalee, 3.85; United States petroleum, 2.40; Walkill Lead, 0.10.

**Philadelphia.**—Penn. and N. Y. C. 7s, 94½; Phila. and Reading 6s, 1844-'80, 92½; do., 1843-'80, 93; West Jersey R. R. 6s, 92¼; Huntingdon and Broad Top 1st mort., 62; Belvidere Delaware 3d mort., 80; Philadelphia and Erie 7s, 80; Lehigh conv. loan, 65; Phila. and Trenton R. R., 129; Germantown Passenger R. R., 33; Penn. State 5s, 1870, 99; Pittsburgh 5s, 72½; New Jersey 6s, 103¼; Big Mt. Coal, 3¾; Fulton Coal, 5½; Shamokin Coal, 5¾; Ocean Oil, 1; Penna. National Bank, 59; Farmers' and Mechanics' Bank, 128½; Bank of North America, 241¼; Phila. Bank, 162. The latest quotations are: City 6s, 100@100½; do., free of tax, 103@103¼; State 5s, reg., 100@100; do., coupon, 98@98; do., 6s, W. L., 102½@103; Reading, 45½@45½; do., 6s, 1870, 105@106; do., bonds, 92@93½; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 96½@96¾; do., 1883, 88@89; Penn. R. R., 53@53½; do., 1st mort., 99¼@100¼; do., 2d mort., 98½@99; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do., pref., 70@70½; do., bonds, 86@90; Wyoming Valley Canal, 32@34; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 58@59½; Sch. Nav., 10@12; do., pref., 19¼@19½; do., 6s, 1882, 69@70; Union Canal bonds, 12@12; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 40@45; do., 7s, 1878, 98@95; do., 5s, 61@63; Lehigh Coal and Navigation, 21½@21¾; do., bonds, 1884, 82@82½; do., Gold Loan, 87½@88; North Pennsylvania, 33@34; do., 6s, 89½@90; Philadelphia and Erie, 25@26; do., 6s, 91@91¾; Minehill, 55¾@56; Catawissa, 9@10½; do., pref., 33½@33¾; Lehigh Valley, 54½@54¾; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@53; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 15@15½; Girard College, 26@26½; Tenth and Eleventh, 71½@72; Union, 42@—; Hestonville, 10@10¼.

**Boston.**—North Missouri 7s, 83½; Burlington and Missouri River R. R. 8s, 1878, 103½; do., 7s, 1893, 92¾; Central Pacific R. R. 7s, 1883, gold, 110; do., 1884, 111; Union Pacific R. R. 6s, 100¾; Salem and Lowell R. R. 6s, 1878, 89¾; Vermont

Central and Vermont and Canada 8s, 103½; Vermont Central 1st mort. 7s, consolidated, 79; Summit Branch R. R., 22; Indianapolis and Cincinnati, 26½; Ogdensburg and Lake Champlain pref., 104½; Stoughton Branch R. R., 100¼; Cary Imp. Co., 10½; Boston Water Power Co., 15½; Short Mt. Coal, 13; Massachusetts 6s, 5-20s currency, 103; do., 5s, 1883, gold, 112¾; Connecticut 6s, 1884, 100¼; New Hampshire 6s, 1873, 100¼; Rhode Island 6s, 100½; Portland 6s, 1885, municipal, 97¼; do., Water Works 6s, gold, 100; Bath 6s, 1891, 92¾; do., 1870, 97½; Cincinnati 7-80s, 1878, 103½; St. L. 7s, Anticip., 99¼; do., 1874, 98; do., 6s, 1888, 84¾; do., 1882, mun., 86¼; Cook Co., Ills. 7s, 98¼; Boston 6s, 1875, currency, 100; Albany 6s, 1895, 94¼; City National Bank, 109; Everett National Bank, 110; First National Bank, 100; Fanuel Hall Bank, 123¾; Hide and Leather National Bank, 100; Howard National Bank, 112½; Hamilton National Bank, 128; Market National Bank, 128¾; National Bank of Commerce, 126¼; National Bank of North America, 108¾; North National Bank, 120¾; State National Bank, 108; Allouez Mining Co., 3¾; Calumet, 45; Concord, 1½; Hecla, 70; Hancock, 4½.

**Baltimore.**—Central Ohio R. R., 35; Parkersburg R. R., 26; Western Maryland 1st mort., 83; do., guar. by Wash. Co., 87½; Orange and Alexandria R. R. bonds, 80; Virginia 6s, old, 47; do., 1867, reg., 46; Maryland 6s, 1870, 100; Atlantic Coal, 1.50; Bank of Baltimore, 117; Bank of Commerce, 26½; Merchants' Bank, 116; Howard Bank, 11½; Union Bank, 60; Franklin Bank, 14½; Third National Bank, 105½. The latest quotations are: Balt. and Ohio, 123@125; do., 6s, 1875, 97@—; do., 1880, 97@—; do., 1885, 98@—; Northern Central, 47@47¾; do., bonds, 1885, 85@85; do., 1900, 83@84; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 96¼@—; do., 2d mort., 90@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@92¼; do., 2d mort., 76¼@76¾; Central Ohio, 35@35½; do., 1st mort., 87½@89¼; Western Md. 6s, 1890, 83@83; do., guar., 92@94; Richmond and Danville bonds, 72¾@73½; Baltimore 6s, 1875, 97¾@98; do., 1886, 97@97; do., 1890, 97@97½; do., 1893, 93@97; do., 5s, 1888-'70, 80@—; City Passenger R. R., 18¼@19; George's Creek, 52@60; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.50.

**Rockford, Rock Island and St. Louis R. R.** First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,

Treasurer.

#### Woodstock Branch Railway.

The work is rapidly approaching completion. It is now ballasted to within a mile of the junction of the St. Andrews Line, and will be open for traffic by the last of the present month. Two Excursion Trains have passed over it to St. Stephen, and the Government engineer has ex-

amined the road, and lodged in the hands of the President a certificate of approval. The distance from the junction into Woodstock is 11 miles. The Houlton Branch Railway as surveyed will join the St. Andrews Line at Debeck Station a few miles below Richmond.

#### Pittsburg and Connellsville Railroad.

The Cumberland (Md.) Union calls attention to the fact that the chief engineer of the Pittsburg and Connellsville Railroad Company has invited proposals until the 15th of September for the graduation, masonry and ballasting upon the unfinished sections between Cumberland and the Uniontown junction, one mile from Connellsville, and adds:

The sections to be let include all the heavy work on the road, and eight of them lie between this and Sand Patch Tunnel. Section 140 is the nearest to this point, being about five miles from town, in the Will's Creek valley. It will be peculiarly gratifying to our citizens to know that this work is to be commenced with such a degree of energy, and more so that this end of the road is to be pushed forward at once. Our fellow-citizen, Mr. John Humbird, is working the tunnel, and we have no doubt others of our citizens will secure contracts. The company have the means to build their road now, and they will do it. In two years we may certainly expect to have trains running between this city and Pittsburg, and then will be opened up the shortest route between the West and the sea coast—a route which must of necessity eclipse all others.

#### Intercolonial Railway.

The Newcastle Union Advertiser—Extra says that the "Major Robinson route for the Intercolonial Railway has been chosen, the formal consent of the British Government given, and the money partly borrowed already.

"The work commences at the Nova Scotia boundary, Metapedia and River du Loup immediately. Large party now locating the track at Metapedia. Commissioners to be appointed first meeting of Ottawa Cabinet—probably in three weeks.

"Railway office now opened in Dalhousie for Surveyors, &c. Contracts to be given out at River du Loup and Metapedia soon; also at Miramichi soon as crossing located.

"In honor of the news the town of Dalhousie is gaily decorated with flags, and one hundred cannon shots fired."

#### Harlem River and Portchester Railroad.

The directors of this road are: N. A. Cowdry, Francis Morris, John Hunter, John Schuyler, Matthew Taylor, N. W. Stuyvesant, J. H. Wainwright, James H. Benedict, James S. Wells, Le Grand Lockwood, Lewis B. Brown, Julius Wadsworth, and E. C. Benedict. President, N. A. Cowdry; Secretary, John Schuyler; Chief Engineer, John C. Campbell. The final surveys for the route are now being made by Mr. Campbell, and thus far he has made very satisfactory progress. Many persons, whom it was supposed would oppose the construction of the road, now manifest the most friendly spirit in the matter, and cheerfully concede the free right of way. It is expected that the surveys will be completed, and the specifications prepared in time to give out the work very early the ensuing Fall.

The Grand Trunk Railroad of Michigan and the Grand Trunk Railroad of Northern Indiana, have consolidated, the new company taking the name of the Michigan Air Line Railroad.

**Railroad Earnings.—Weekly.**

The earnings of the Michigan Central Railroad for the 3d week in Aug., 1868, were...\$92,571 85  
Corresponding week of previous year... 94,630 19

Decrease ..... \$2,058 34

The earnings of the Chicago and Rock Island Railroad for the third week in Aug., 1868, were.....\$125,900 00  
Corresponding week of previous year. 125,226 00

Increase ..... \$674 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in Aug., 1868, were.....\$101,344 10  
Corresponding week of 1867..... 97,729 00

Increase ..... \$3,615 10

The earnings of the Chicago and Northwestern Railroad for the 3d week in Aug., 1868..\$299,788 79  
Corresponding week previous year .. 226,275 08

Increase .....\$73,513 71

The earnings of the Marietta and Cincinnati Railroad the 3d week in Aug., 1868..\$31,022 00  
Corresponding week previous year .... 24,996 00

Increase ..... \$6,026 00

The earnings of the Chicago and Alton Railroad for the 3d week in Aug., 1868..\$131,164 00  
Corresponding period previous year . 112,000 00

Increase .....\$19,164 00

The earnings of the Detroit and Milwaukee Railroad for the third week in Aug., 1868, were .....\$39,674 34  
Corresponding week of 1867..... 37,520 84

Increase..... \$2,153 50

The earnings of the Western Union Railroad for the 3d week in Aug., 1868,.....\$21,025 99  
Corresponding week previous year.... 17,177 49

Increase ..... \$3,848 50

**Canals and Government Roads in Ohio.**

The Columbus *Ohio Statesman* gives the following statement of the length of canals and government roads in that State :

	Miles.
Ohio canals and appendages .....	342
Miami and Erie .....	316
Walhonding .....	25
Hocking .....	56
Muskingum improvement.....	91

Total.....	830
Western Reserved and Maumee road.....	31
National road .....	191

Total.....222

Ground has been broken for the Short Cut Railroad, between Newburgh and Turner's, on the Erie Railway. The distance from Newburgh to New York via this road, will be nearly the same as by the Hudson River Railroad. The right of way for nearly the whole length of the route was ceded free to the company by the owners of the property through which the road passes.

The town of Middletown, Conn., has voted, 468 to 70 to take \$200,000 of the New Haven, Middletown and Williamantic Railroad stock, and appointed an agent to make the subscriptions.

The Chicago, Rock Island and Pacific Railroad is now running fifty-two miles west of Des Moines, and will soon reach Council Bluffs.

From the Troy Daily Times.

**The Bessemer Process.**

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

The changes beheld by Rip Van Winkle when he last descended the Kattskills, are hardly remarkable when compared with the chemical and engineering wonders to which we have awakened after twenty years of comparative lethargy. All on a sudden, fresh fountains of force and new veins of precious material seem to have burst out of the earth; already they have possessed every artificial motion and structure, and are embodied in the organization of every-day life. Among the more remarkable of these changes—ocean telegraphy, steam transportation, and engineering construction—the most wonderful and far reaching—the realization of the alchemists' dreams, is Chemical Transformation. All the world is the stage upon which its wonders are the glittering spectacle, and we turn rather to the Arabian Nights than to sober history for an index to the coming acts. Yet the powers behind the scenes are neither furies nor fairies, but brains and brawn. It is neither magic nor alchemy, but straightforward inductive reasoning, and downright, patient, organized, costly work that lays open the great unknown and utilizes its treasures.

The modern revolution in metalurgy is, perhaps, less striking, but more wonderful than all the others. The wonder of ocean telegraphy is new every morning, while the furnace smokes silently and unobserved. But the smoke of the furnace will tell you tales of nature's secrets unlocked, of startling transformation, of fathomless search, of baffling experiment, of patient endeavor, of endless obstacles, of intellects gone mad, of money burned up, of a forlorn hope fighting against the Powers of the Air, but fighting to win.

Of all the agencies in the material progress of the times, iron, in its various forms and combinations, holds the first place. Its loss would be a calamity only surpassed by the loss of bread; while its cheaper, wider, and better production would electrify every human enterprise. But cheap iron is not to be had for the asking. Nature has surrounded it with every poison and subjected it to every malady. Sulphur, phosphorus, silicium, and endless impurities hang about it from the ore-mine to the market, and its medicines—Manganese, Chromium, Aluminium, and its various healthful alloys, are subtle and intractable. Too little carbon is as injurious as too much; combinations helpful for one use are hurtful for another.

And the production of cheap iron draws not only upon chemistry but on engineering for constant and vital aid. The production and maintenance of uniform and excessive heat; the quality and structure of vessels to resist it; the multi-form and powerful enginery to handle and fashion the incandescent masses, the strength and quality of materials and proportion to resist the strain and wear; the toilsome and hazardous searches for knowledge; the education of labor; the liberal risks of money, the conservation of capital—these are some of the clashing and difficult problems that beset the production of iron in the form of cheap and useful alloys.

We have thus briefly referred to the grandeur and the difficulty of the great material problem of the age, not to account for failure, but to celebrate success. Among the many workers who have steadily advanced the art, a few strong men

have revolutionized it; and the names of Cort, Neilson, Siemens, and foremost of all Bessemer, will be landmarks in its history wherever and as long as iron is used.

We purpose to allude briefly to the composition and production of iron and steel, and to the nature, conduct, value, and history of the Bessemer Process, and to describe in some detail the Bessemer works and manufacture in this country, and more especially as established in this place by our distinguished citizen, the Hon. JOHN A. GRISWOLD, upon the occasion of the first production of steel rails at his works.

**THE OLD PROCESSES.**

The ore of the mines is iron combined with an excess of oxygen and mixed with numerous impurities. The great body of white hot coal in the blast furnace not only melts the ore, but sublimates its volatile parts, liquefies others, and gives to others still the power to combine with the fluxes put in with the ore and to run away in slag. But in clearing one obstacle the iron thus set afloat grounds on another. The carbon of the coal only turns out the oxygen from the ore to sit down in its place; so that the crude or pig iron of commerce is a compound of iron with say five per centum of carbon and two or three of silicium and other metals and minerals, helpful or hurtful as the case may be, which the blast furnace process either put in or failed to remove. Cast iron is comparatively weak, fatally brittle, and utterly incapable of being wrought. To render it strong, ductile, and malleable, the carbon, silicium, and other impurities must be removed; but the poison of yesterday is the medicine of today, and we now put it into the bed of a reverberatory furnace and doctor it with oxygen, externally applied in draughts of air, and taken internally in powders of ore and forge scale. The patient is meanwhile kept very warm, about 3,000 degrees Fahrenheit, which so relaxes the hold of the disease that the oxygen easily spirits it away in the form of gases, and the squeezers and rolls bleed it off in the form of slag. This is puddling, and the rejuvenated product is wrought-iron, which is the nearest approach to pure iron that we have in the engineering arts.

Wrought-iron, however, is not cast into solid homogeneous masses of any dimensions like steel—it is only produced in small masses which must be welded together; but the high plastic heat necessary to squeeze the particles into contact, is also the temperature of spontaneous chemical change; so that the ever-lurking oxygen of the air again seizes the iron and reconverts its surface into a kind of ore, and therefore welds are uncertain. Wrought-iron is soft, it is not sound and homogeneous, and compared with steel, it is weak. To produce steel, then, we again retrace our steps and put in carbon, of which we just now had too much. The wrought-iron is broken up, mixed with carbon and manganese in a crucible, melted, and cast into ingots of steel—the highest refinement?—no, pure iron would be utterly unfit for the engineering arts: but the highest combination of natural substances known in the arts—steel, an alloy of iron, and from a quarter to a whole per centum of carbon, according to the hardness required, and traces of other metals.

You will thus observe that to make steel, you take a little iron and a little carbon and a few condiments, apply a hot fire, and there you have it—steel—as simple as the cookery book. But oh! the years of conflict with elements all too subtle and poisons all too willing, before the little niceties that make the difference between success and dead failure were found out at all—and the labor, the care, the skill, the fuel, the machinery, the power—not in a little laboratory upon which you can turn the key, but throughout acres of bricks and mortar, boilers and engines, rolls and hammers, furnaces and crucibles, all surging with pent-up energy and fervent heat, day and night, year after year. So that the receipt for making steel would rather be, take great perseverance and equal portions of the knowledge of books and the knowledge of practice—mix them well with



no end of money, and then if you know how and have good luck, you can make a grand success of it.

#### THE BESSEMER PROCESS.

In the year 1855, Mr. Henry Bessemer of London, aware, indeed, of certain attempts at a cross-cut from pig iron to steel, but rather discouraged than stimulated by previous failure, determined to avoid the roundabout and costly process heretofore pursued. He said crude pig iron is iron and much carbon—steel is iron and little carbon. I will burn out the excess of carbon, and with it the other impurities; and the carbon itself shall be the fuel to burn them out. I will blow air into the liquid iron; the oxygen of the air at that temperature has greater affinity for the silicon and the carbon than it has for the iron, and so will take them away, and leave either pure iron, or iron carburized to any degree required, in proportion to the extent of the blowing, which is steel—steel of every quality, from hard and white for tools, to soft and gray for the ten thousand purposes of machinery.

To the hearing of practical iron workers, a man never told a more splendid nor a wilder dream than this. But he fought it out on that line. He spent a large fortune of his own, and the fortunes of his sanguine friends. He struggled with every variety of failure and embarrassment. He smarted under jeers and opposition. He saw rivals toiling on every hand to mend the weak places in his system, and call it their own. He has not, indeed, realized quite all he set out for, in its perfection, nor has he avoided nor ignored the help of other men. But although the Bessemer process to-day cannot turn every variety of pig iron into steel, it is applicable to three-quarters of the good irons of commerce; it is, with fair materials, less liable to uncertainty, and less dependant upon skill than the processes it avoids; it produces, at a slightly increased cost, a material twice as strong as wrought-iron, and what is of vastly greater importance, perfectly solid and homogeneous—a material singularly well adapted to rails, axles, shafting, boiler and ship plates, and heavy machinery. Already the product in various countries is some two hundred and fifty thousand tons per year.

#### EARLY DIFFICULTIES OVERCOME.

Before considering the conduct of the Bessemer process, it is necessary to bear in mind, 1st, that the grand value of Bessemer metal over puddled metal, is due to its being produced in a *fluid state*; 2d, that while cast-iron is easily liquefied at a temperature of 3,000 degrees, wrought iron or soft steel can only be kept liquid at a temperature of at least 5,000 degrees, which is quite beyond the convenient and practicable capacities of fuel and furnace material as ordinarily employed.

For nearly a century, the partial decarburization of pig iron has been accomplished by blowing air upon (and in some cases into) a melted mass of it. But the liquidity of the mass was only maintained by contact with an intense coal fire. The combustion of the carbon by the air was so slow and so limited in extent, that the iron was rather chilled than heated by it. This was the "finery" process, and was merely preparatory to puddling; the product was still cast iron.

Some years before Bessemer began his experiments, Mr. William Kelly of Kentucky advanced the finery process by a great stride, but left it still far short of practical steel making. He blew air into the iron just smelted from the ore, and lying in the hearth of a blast furnace, and partially decarburized it, but not without the liquefying agency of the mass of fuel above. He afterwards blew streams of air into melted iron contained in a covered brick vessel or chamber, without fuel. The almost invariable chilling of the iron, after repeated experiments with various forms of apparatus, and extending over several years, led to the suspension of further trial in this direction. The subsequent success of the Bessemer process, however, revived the claims of Mr. Kelly. The precise legal status of the two inventors has not, fortunately for the public as well as for the parties

immediately interested, been brought to test, the various interests having been combined.

At this point we are prepared for the inquiry—What is the Bessemer process? If the old finery did not fulfill the theoretical specification, Kelly's certainly did. Here were carbon and silicon in the iron, but all ready to leave it upon the heated appeal of oxygen; here was plentiful oxygen spread over and bubbling through it, and here was the ample heat of three thousand degrees. Still the reactions were irregular, and impracticable.

Just here Mr. Bessemer introduced a radically new element, that made all the difference between failure and success. To describe his process as the introduction of oxygen into melted iron, is to play Hamlet without the prince. Bessemer's is not strictly a chemical process. The chemical reactions will look out for themselves, but they must have an adequate chance, and this is what Bessemer for the first time gave them, by mechanical means, viz.: *the mechanical force of numerous blasts*—not sluggish drafts, but roaring blasts of air, blowing the melted iron all into spray, so as to give the oxygen and the carbon hundreds of square feet of surface contact, so that every drop of iron should be enveloped with air. Thus, and thus only, the combustion is so perfect and rapid, and so diffused throughout the whole mass, that the two grand desiderata are attained—1st, the decarburization is effected without the use of other fuel; and 2d, the product is liquid and can be cast into homogenous masses.

To accomplish these results, Mr. Bessemer developed the radically new machinery and apparatus which, with various extensions and modifications, is everywhere used. It consists principally, of the converting vessels mounted on trunnions, and so shaped that the liquid metal can lie quietly in it while the tuyeres (air admission) and the entrance or mouth of the vessel lie above the metal line, and so that the mouth becomes a chimney and the tuyeres are brought beneath the metal, when the converter is turned upright. He also, after great trouble, developed a refractory material (chiefly silicious stone), and a mode of lining the converter adequate to the great heat and wear. The general arrangement of casting pit, ladle, ladle and ingot cranes, regulator and other plan to be hereinafter described, were rapidly developed by Mr. Bessemer. During ten years of his first practice, he advanced the machinery of the new art to a much higher degree of perfection than has yet been attained to in the old processes.

But Mr. Bessemer had no sooner conquered this difficulty than he encountered another and equally serious one. Except when a few of the choicer irons were employed, entire decarburization left the product "red-short," or incapable of malleability at a red heat, and therefore utterly useless. To stop the blowing at such a point as should leave in sufficient carbon to cure the red-shortness and constitute a mild steel, was on the whole impracticable, because there is no adequate indication of degrees in decarburization, and the accuracy of blowing through a fixed time, would be impaired by varying heat and other circumstances. Here, then, were the impossibility of definite degrees of decarburization on the one hand, and the spoiling of the product by complete decarburization on the other hand.

In studying Mr. Bessemer's numerous patents and writings, we observe that he clearly understood this difficulty, and approached very near to its solution. Indeed, he rather vaguely described, in several patents, perhaps without seeing the end from the beginning, substantially the remedy afterwards patented by Mr. Robert Mushet.

The indications of complete decarburization by blowing air into melted iron, are as distinct as the time of day on a clock. The flame at the converter mouth suddenly decreases in volume and loses—not its own brightness, but its power of illuminating other things. But the product is valueless. Mr. Bessemer vaguely conceived, and Mr. Mushet definitely specified the finishing touch in the great art—*re-carburization*. A definite weight

(three or seven per centum) of a pig iron, containing not only carbon but manganese (either Frankinite or Spiegeleisen), is melted and run into the decarburized iron. At this excessive temperature—not less than five thousand degrees—the oxygen and other impurities that make the iron red short, come out of it with great commotion, and enter into the carbon and manganese thus added, forming an intense flame and copious slag. A part of the carbon combines with the iron, thus producing steel. All this is the work of a moment, and the thorough reaction is due to the excessive temperature. The oxygen which is removed by the carbon (or chiefly by the manganese), was produced by the oxydation of some of the iron, by the blast of air. This, and the sulphur, and some other impurities, now removed by the manganese, were what made the product red-short before recarburization. The steel is now cast into ingots, which are malleable at a high heat.

But Mr. Bessemer's troubles did not end here. The product was still uncertain, though often uniform and excellent. Some subtle impurity was still lurking in some obscure corner—now appearing and now retiring. To find it, Mr. Bessemer put every iron and material employed, through a costly and thorough course of chemical analysis and so discovered phosphorous to be the arch-enemy. And to this day, irons containing above two hundredths of one per centum of phosphorous cannot be employed to advantage. Experiments to remove or neutralize it are in progress, and greater obstacles than this have been overcome. Mr. Bessemer also determined the amounts of other materials—silicium, sulphur, etc.—that affected his process, and with Mr. Mushet's assistance (satisfactorily acknowledged) has presented to the world, not merely a theory, but a perfected process and adequate machinery, for carrying it out. It will thus be observed, that however greatly the public is indebted to Mr. Bessemer's inventive powers, it owes still more to his indomitable pluck.

To be continued.

#### Welland Railway.

The annual meeting of this company was held in London, July 1. The revenue account showed that the receipts for the year 1867 amounted to 14,099 $\frac{1}{2}$ . The working expenses to 13,717 $\frac{1}{2}$ , and the loss on American currency to 1,019 $\frac{1}{2}$ , making 14,736 $\frac{1}{2}$ , showing a deficiency or loss on working the railway of 637 $\frac{1}{2}$ . The total receipts for propellers or steamboat service during the year amounted to 7,094 $\frac{1}{2}$ . The expenses on working them to 8,787 $\frac{1}{2}$ , and the discount on United States currency to 1,999 $\frac{1}{2}$ , together 10,786 $\frac{1}{2}$ , showing a loss on working the (propellers) steamboats for the year 1867 of 3,692 $\frac{1}{2}$ , which, added to the loss on working the railway, amounted to 4,329 $\frac{1}{2}$ . The expenditure on capital account amounted to 329,608 $\frac{1}{2}$ . The report of the managing director stated that the decrease in the grain traffic over the line had been 1,569,554 bushels, representing 9,215 $\frac{1}{2}$  loss in receipts as compared with 1866, and also a decrease of 12,665 barrels of flour as compared with the quantity carried in 1866. The earnings of the company's steamboats for the past year as compared with 1866, showed a decrease of 12,007 $\frac{1}{2}$ .

A special meeting of the Boston, Concord and Montreal Railroad Company will be held at Concord, N. H., on the 31st inst., to see if the Stockholders will vote to approve the arrangements proposed between this corporation and the White Mountains, N. H., Railroad, relative to aid by this corporation to that railroad to extend its road from Littleton toward Northumberland, as authorized by the Act of July 6, 1867, and to

take such action thereon as may be thought proper.

## ENGINEERING.

AN ILLUSTRATED WEEKLY JOURNAL,

Conducted by

**ZERAH COLBURN, LONDON.**

This is the ablest Engineering paper published, and is edited by one of the best known scientific men of the day. It is finely and profusely illustrated and printed in the best manner, containing 32 p. folio.

It is promptly received here by weekly steamers. Subscription price \$10 per annum. Numbers can now be furnished from July 1, being the commencement of Vol. 6.

**D. VAN NOSTRAND,**  
Sole Agent for the U. S.,  
192 Broadway.

## RAILROAD TIES.

**100,000** Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

**D. N. BEARDSLEY,**  
3m33 251 West street, N. Y.

### To Railroad Contractors.

Sealed proposals will be received until noon of WEDNESDAY, Sept. 9, 1868, for the graduation and masonry of that portion of the **SOUTH PACIFIC RAILROAD**, in the State of Missouri, between the present terminus of Little Piney and a point fifty miles southwest of said terminus. The work to be contracted for by sections according to the plans of the Chief Engineer.

Work to be commenced forthwith, and payments to be made monthly in cash. The Company reserves the right to reject any and all bids.

Proposals to be directed to **ANDREW PEIRCE, JR.**, Managing Director at the office of the Company, corner of 6th and Walnut streets, St. Louis, Missouri, where all profiles will be exhibited and information given by **T. W. KISSOCK**, Chief Engineer, or **C. B. FISK**, Vice President. **FRANCIS B. HAYES**, President.

Boston, Aug. 22, 1868.

### TO RAILWAY CONTRACTORS.

## THE GRADUATION, MASONRY

AND BALLASTING of the following enumerated sections of the

**Pittsburgh and Connellsville Railroad,**

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to the

**30th of SEPTEMBER, inclusive.**

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 63 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

**B. H. LATROBE,**  
Civil Engineer.

August 10th, 1868.

5134

**WANTED IMMEDIATELY.**—Three 33 inch eight-wheel railway cars, gauge 4 ft. 8½ inches. One passenger, one box and one platform freight car, new, or second hand if in good order, and of the best material and workmanship. Address "Cars," Post Office Box 3805, New York City, with full particulars as to description, price, and time and place of delivery.

33

## OFFICES TO LET.

**BROADWAY COR. WARREN ST.,**

Opposite the City Hall Park.

To Let for a term of years—24 offices in the above Buildings singly, or in suits, each room communicating with the main Hall. For Light, Ventilation and Central Position unsurpassed by any in the city. Apply to **JOHN LLOYD & SONS**, 7 and 9 Warren street.

2435\*

**DEVLIN & CO.**

**A GENTLEMAN WHO HAS AN OFFICE IN** New York, and doing business with Railroad Companies, desires an agency for the sale of Railroad Spikes, Chairs, Fish Plates, &c. Parties who can meet the market in the quality and price of their goods can address,

**C. A. S.,**

Railroad Journal Office,  
New York.

1435\*

## PLATFORM CARS.

Ten new first class Platform Cars, 28 feet long—8 ft. 2 in. wide, with side and end boards—gauge 4 ft. 8½ in. ready for immediate delivery.

**WILLIAMS, PAGE & CO.,**  
3135 91 Water st., Boston.

### THE

## NOVELTY IRON WORKS,

**NEW YORK,**

Manufacture

## Iron Piers and Bridges.

Works foot 12th street, E. R.  
Office, 77 and 83 Liberty st.

### Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

**T. H. McALLISTER,**  
49 Nassau street, N. Y.

### "English Copper Co." Rails.

**2,000** TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

**HEYERDAHL, SCHONBERG & CO.,**  
4132 23 William street, New York.

### "EBBW VALE"

**50 lbs. Erie Pattern.**

**1,000** TONS for sale from yard, 26 feet and shorter bars.

**HEYERDAHL, SCHONBERG & CO.,**  
4132 23 William street, New York.

## Godeffroy Brancker & Co.

**42 Exchange Place, New York,**

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

## V. H. SPIEGELEISEN

used so extensively for the manufacturing of

## Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

## STEEL RAILS

Manufactured by

**G. ARNLT & CO.,**

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application.

3m32

## 750 MILES

OF THE

## UNION PACIFIC RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

**Whole Line to the PACIFIC will be Completed in 1869.**

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,300 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

**THE EARNINGS OF THE UNION PACIFIC RAILROAD**, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

**Four Million Dollars,**

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

## First Mortgage Bonds

upon such a property, costing nearly three times their amount,

**Are Entirely Secure.**

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **102**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1867, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

**At the Company's Office, No. 20 Nassau St.,**

AND BY

**John J. Cisco & Son, Bankers,**  
**No. 59 Wall St.,**

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds payable in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

**JOHN J. CISCO, Treasurer, New York.**  
August 12, 1868.



## THE NOVELTY IRON WORKS, NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

**Steam Engines, Machinery, Iron  
Steamers, and Vessels.**

**IRON AND BRASS FOUNDRIES FOR CASTINGS  
OF LARGEST AND SMALLEST SIZES.**

**Copper and Brass Work of all Kinds.**

Stationary, River, Marine, Side-Wheel and Propeller  
Engines;  
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;  
Blowing and Pumping Engines;  
Sugar Mills, Engines, Crushers, Kettles, Vacuum Pans;  
Steam, Vacuum and Water Guages, Indicators, Regis-  
ters, &c.;  
Steam Pipe, Whistles, Cocks, Valves, &c.  
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;  
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and  
Hoses.  
Extensive stock of Patterns of Spur, Bevel and Mitre  
Wheels;  
Pulleys, Fly Wheels, Racks, Ratchets, &c.  
Burrill's Movable Cranes, Crane Engines, Hoisting  
Gear, &c.  
Stevenson's Turbine Water Wheels;  
Luther's Turbine Water Wheels.  
Gear and Wheel Book furnished on application.

## CAR PLUSHES.

Best French and German makes.

**LOUIS WINDMULLER & ROELKER,  
20 Reade street.**

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For sale by

**LOUIS WINDMULLER & ROELKER,  
20 Reade street.**



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SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of  
MACHINERY.

The cheapest reliable lubricator in the market.

**First Premium—Paris Exposition, 1867.**

Indorsed by leading Mechanics and Artisans of the  
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above  
Trade marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.

## SPECIFICATIONS FOR PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WEST-  
ERN RAILROAD COMPANY.

New Orleans, June 22, 1868.

The New Orleans, Opelousas and Great Western Rail-  
road Company desiring that a connection shall be formed  
between their present terminus at Berwick's Bay, and the  
Houston and New Orleans Railroad, which terminates at  
the Sabine River, and which when completed, the (dis-  
tance being 163 miles,) will connect New Orleans with  
almost the entire railroad system of Texas, the President  
and Directors of said Company, therefore propose to such  
party or parties as may undertake to fill up such gap, the  
following terms and conditions, to wit:

1. Will lease the right of way and the franchises now  
possessed by said company from their present terminus at  
Berwick's Bay to the town of Vermilionville, the grading  
of which is almost entirely completed for these 63 miles,  
and will, at the same time, lease the right under their  
charter to build the branch railroad from Vermilionville to  
the Sabine River, at or near Orange, the same having been  
already located by resolution of the Board of Directors.  
The distance between these points is 100 miles. The Com-  
pany reserving to itself the right of way and transportation  
on payment of proportionate freights and passage money  
from the present terminus of the road to any extension to-  
wards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be  
agreed upon between the Company and the Lessee. At  
the end of the lease the property to be valued by disinter-  
ested parties, the Railroad Company to select three, and  
the Lessee three, the two, if need be, to call in an umpire  
whose decision will be final. The Railroad Company re-  
serving the right to purchase said property at such valua-  
tion, but if not then promptly paid for by said Company,  
the lease to be extended for a further term of years, and so  
on, until finally purchased and paid for by said New Or-  
leans, Opelousas and Great Western Railroad Company.  
The grading already made between Berwick's Bay and  
Vermilionville, to be valued by competent engineers at the  
time of entering into a contract, but not to be paid for by  
lessee until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect  
with no other railroad which might hereafter be built, ter-  
minating at or near the City of New Orleans, and further  
obligating themselves to do no act which will infringe the  
rights under the present charter of said Company, and also  
to hold said company harmless against any loss which  
might result from acts committed on that portion of road  
now proposed to be leased.

4. Should the Lessee succeed in obtaining a land grant  
on the line of railroad beyond Berwick's Bay, it will be  
and remain the property of said lessee, this Company  
claiming none of its benefits, and incurring no portion of  
the responsibility attending it.

5. Transportation to be furnished said Lessee over the  
Company's road, as follows, viz:

The President, Directors and officers of the road, in-  
cluding engineers, superintendents, road masters and  
bridge builders free of charge. Transportation of laborers  
going out to be charged one-third the regular fare. Provi-  
sions and supplies to be charged one half of regular rates.  
Material, other than iron and cross-ties, to be charged one  
half of regular rates. Iron to be charged one dollar per  
ton, and cross-ties (if any) fifteen cents each. Lessee to  
load and unload the cars.

6. The road thus to be built shall be a first class railroad  
in every respect. The gauge to be the same as the Com-  
pany's road—say 5 feet 6 inches. The iron used not to be  
less than 68 lbs. per yard.

7. The said Lessee to obligate themselves to commence  
said road within four months, and have it finished and in  
running order to the Sabine River, connecting with the  
Houston road at or near Orange, within three years from  
date of signing the lease.

8. In order to ensure the faithful performance of the  
contract the Lessee will be required to execute a bond to  
an amount, and with good and satisfactory security to the  
satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all  
bids.

Another proposition and for which proposals are also  
invited, is to lease the road, including depots, stations,  
rolling stock, etc., from Algiers, opposite New Orleans, to  
Brazoshear City, including the franchises of the Company  
beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state  
the least number of years he or they will lease the road, on  
the following conditions:

2. The accrued interest to October the 1st, 1868, on the  
mortgage bonds, (said bonds maturing in 1869,) to be pro-  
vided for by the lessee.

3. The semi-annual interest on same bonds, accruing  
yearly after date, and payable on the first days of April  
and October of each year, say \$160,000 per annum, to be  
also provided for by said lessee.

4. The road to be built over the route from Berwick's  
Bay to New Iberia, thence to a point at or near Vermilion-  
ville, thence in a westerly direction to a point on the  
Sabine River, connecting with the Houston and Beaumont  
road.

5. The building of the road to be commenced within  
four months after signing the contract of lease, to be pro-  
secuted with all dispatch, and to be fully and finally com-  
pleted within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Ber-  
wick's Bay, to be taken by the Lessee at a valuation to be  
ascertained by experts, one to be appointed by each party,

in case of disagreement they to select an umpire, and to be  
paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during  
the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, sta-  
tions, rolling stock, etc., from Berwick's Bay to the Texas  
line, shall be valued by experts, one to be appointed by  
each of the parties thereto, and in the event of disagree-  
ment, the two to select an umpire, whose decision shall be  
final. The value thereof thus ascertained shall be sub-  
scribed as stock in the present Company, it being well un-  
derstood that all costs of maintenance, as well as expenses  
of operating the road, shall be at the exclusive charge of  
the Lessee.

9. The contract with Charles Morgan for running a line  
of steamers to Texas, extending to 1871, to be carried out  
by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots,  
machine shops, rolling stock, bridges, etc., to be turned  
over to the Lessee after inventory and appraisalment, and  
the said property, or property of like character and value,  
and like condition and good order, to be returned to the  
company at the expiration of said lease.

11. The Lessee, to ensure the faithful performance of  
the contract, to furnish security to the satisfaction of  
Board of Directors.

12. The said Lessee shall contribute and pay each year  
the sum of \$5000, payable quarterly, to keep up and main-  
tain the organization of the Railroad Company during the  
existence of this lease.

13. The said Lessee obligate themselves to do no act  
which may operate a forfeiture of the charter, and shall  
hold the said N. O. O. and G. W. R. Co. harmless  
against any and all acts of theirs.

Sealed proposals will be received at the office of the  
Company in New Orleans, No. 69 Canal street, until the  
first day of September next, at 12 o'clock, M., the Com-  
pany reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,

President Bank of New York.

JOSEPH C. BUTLER,

President Lafayette Bank, Cincinnati, Ohio.

CHAS. PARSONS,

Cashier State Savings Association, St. Louis, Mo.

GEO. STURGIS,

President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, President.

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FIRST PREMIUM, 1867.

Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to  
the judges, being perfectly neutral and free from any ob-  
jectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum;  
manufactured without acids; will stand any temperature;  
cheaper than any other good oils in market. 3m25

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## RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

## CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

## TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad,  
during the past year, about 12,000 lbs. of India Rubber  
Car Springs, manufactured by the Hamilton Square Rub-  
ber Works, Trenton, N. J., (C. V. Mead & Co.,) and have  
found them equal to, if not superior to any we have used  
in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with  
any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber  
Works, Trenton N. J.

C. V. MEAD.

E. L. HUTCHINSON.

E. S. MANNING.

G. W. FORTON.

**VAN ANDEN RAIL CHAIR COMPANY,**

359 MAIN STREET,

POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

**Swaged Wrought-Iron Rail Chairs**

WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.  
 PATENTED SEPT. 18th, 1866.

**Safety Railroad Switch.**

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy **THE PERFECT IMMUNITY FROM ACCIDENT** caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns **The Life and Limb of all Travelers upon Railroads.**

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

**RAILROAD UPHOLSTERY GOODS.**

Plushes Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS, AND ALL UPHOLSTERERS' SUPPLIES. HEAD LININGS MADE TO ORDER.

**A. S. THORP & Co.,**

163 William street, New York.



Factory, TRENTON, N. J.  
 Office, 2 Jacob st., New York.

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 CIVIL ENGINEER,  
 No. 431 Walnut street, Philadelphia.

**HARRISBURG FOUNDRY**

-AND-

**MACHINE WORKS,**

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

**MACHINISTS' TOOLS,**

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILSKUT, Treasurer.

**Steel and Iron Rails,**

American, English &amp; German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

**HEYERDAHL, SCHONBERG & CO.,**

Successors to Heyerdahl, Kettell &amp; Co.,

22 William st., New York.

**CAR AXLE WORKS.**

**A. & P. ROBERTS & CO.,**  
**PENCOYD IRON WORKS,**

OFFICE No. 410 WALNUT STREET,

**PHILADELPHIA.**

Rolled or Hammered Car Axles, Bar Iron and Forgings.

**RAILROAD TIES.**

The undersigned are prepared to furnish Railroad Ties of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description of Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

**BRADFORD & RENICK,**

71 Broadway, New York.

**WILLIAM A. GUEST,****Banker and Broker,**

25 Wall Street, N. Y.,

NEGOTIATES LOANS FOR

**RAILROAD COMPANIES.**

BUYS AND SELLS

**RAILROAD SECURITIES**

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ALSO,

**State, City & County Bonds.****IRON AND STEEL WIRE ROPE,**

MANUFACTURED BY

**JOHN A. ROEBLING,**

TRENTON, N. J.,

FOR

INCLINED PLANES, MINING, STANDING SHIP RIGGING, SUSPENSION BRIDGES, FERRIES, STAYS AND GUYS ON DERRICKS, CRANES & SHEARS, ELEVATORS, TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

For strength, size and cost see circular, which will be sent on application.

**IRON BRIDGES, PIVOT BRIDGES,**

AND

**TURN TABLES.**

—O—

**F. C. LOWTHORP,****CIVIL ENGINEER,**

Patentee and Builder,

**TRENTON, N. J.****CHAPIN & WELLS, BRIDGE BUILDERS,**

86 Dearborn street,

**CHICAGO, ILLINOIS.**

Mill and Machine Shops, 721 &amp; 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

C. SHALER SMITH. CHAS. H. LATROBE.

**SMITH & LATROBE,****CIVIL ENGINEERS**

AND

**BRIDGE BUILDERS,**

No. 49 Lexington Street,

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

**WILLARD FELT & CO.,****Stationers, Printers,**

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**BLANK BOOK MANUFACTURERS,**

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